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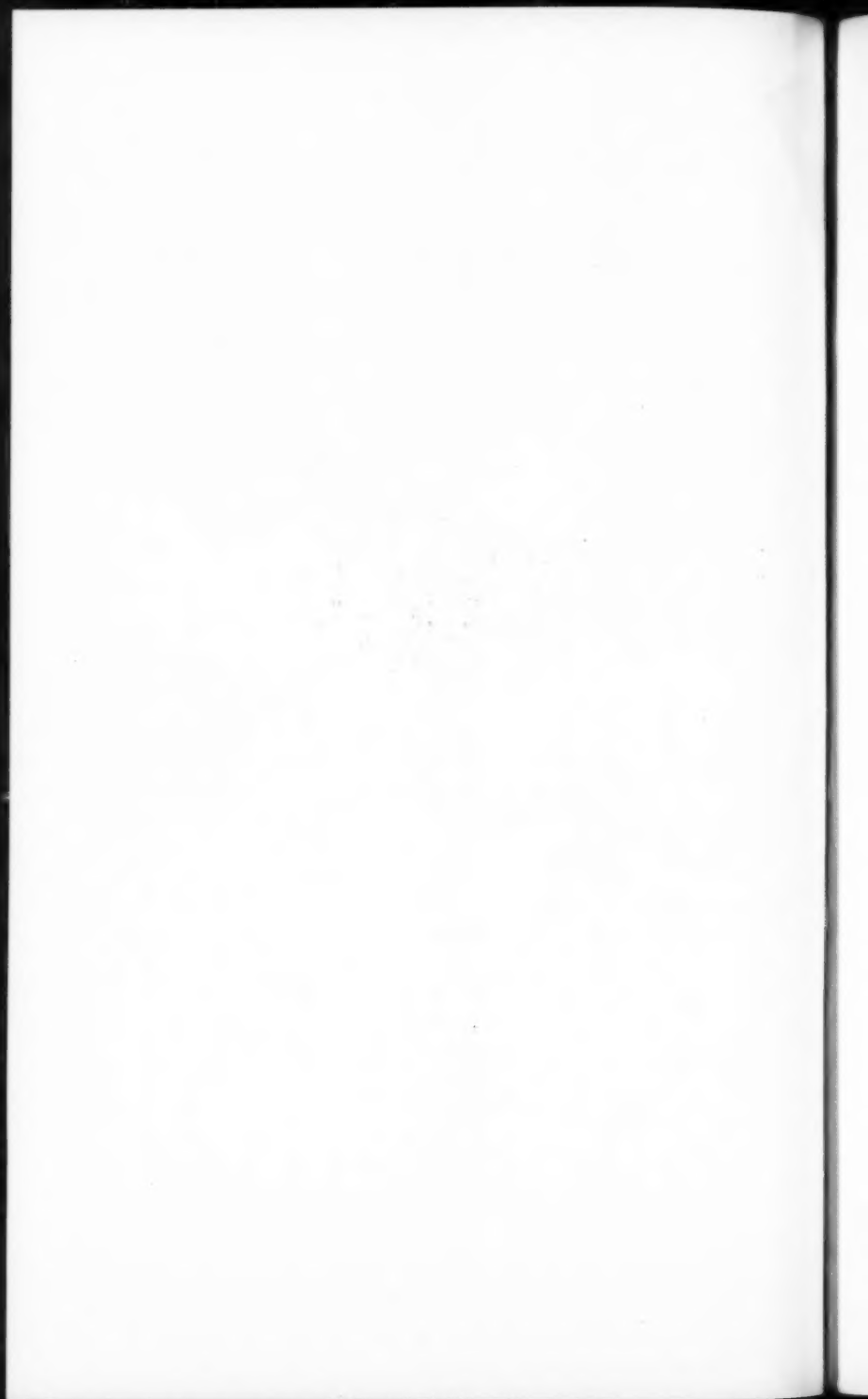
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THE RAILWAY AND LOCOMOTIVE HISTORICAL SOCIETY

MARCH, 1956



BULLETIN No. 94
LOCOMOTIVES
OF THE
Southern Pacific Company

BY
GERALD M. BEST
AND
DAVID L. JOSLYN

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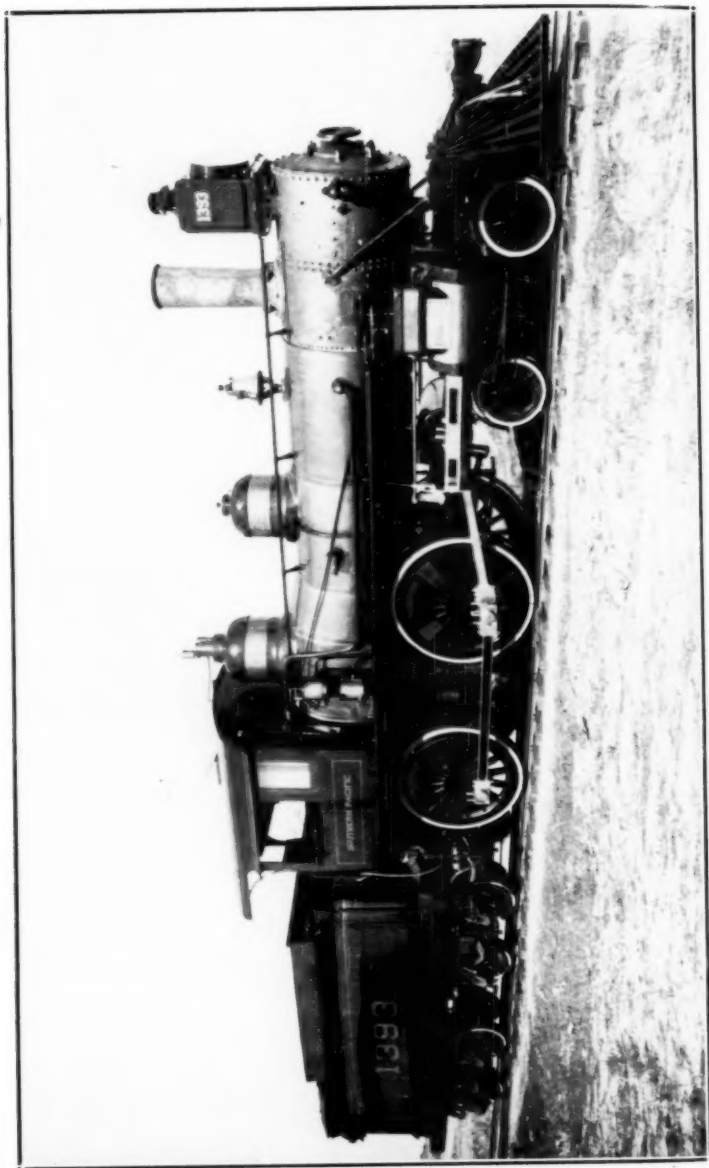
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In the summer of 1941, this Society published a special bulletin having only a limited edition—Locomotives of the Southern Pacific Co. and authored by our member and authority on the subject—Mr. Gerald M. Best. Since that time our membership on the Pacific Coast has grown at an astonishing rate and, in order that these members as well as many of our older members, in point of membership, may have a copy, we have asked the original author to revise and add to his former work which we are glad to present herewith. We have also added a paper by our member David L. Joslyn, a man who served the Southern Pacific in the Sacramento Shops faithfully during his life time and his recollections of many of these "iron horses" are well worth recording and have been presented in an intimate fashion. He knew them all. And lastly, to our member, Mr. E. S. Hammack we are indebted for our beautiful cover design. No type of engine than the "cab-in-front" could better be identified with this road and the care and execution of the artist—you can almost hear the "whoosh" of that big engine emerging from the snow shed.

And lastly, a word about the Southern Pacific Company. This last summer, August, 1955, they celebrated their one hundredth anniversary at Sacramento, California. During this time the company has absorbed many others and grown to be one of the largest in this country. But aside from the number of miles and equipment owned, the Southern Pacific seems to be fortunate in having officials and employees that are willing to serve the public in the best manner possible. In preparing this material, Mr. Best wrote that no subject matter was considered too small without it being considered vital. To Messrs. B. M. Brown, S. M. Houston and all of the others of the Mechanical Department who gave untiringly of their assistance, we wish to express our thanks and appreciation.

This then, is your bulletin devoted to the locomotives of the Southern Pacific Co. and we hope that our members and all the other readers will find this publication of interest and of great reference value. And unless credited otherwise, all of the illustrations in this publication were furnished by Mr. G. M. Best, from his wonderful collection of Southern Pacific material.



S. P. 1393, Sacramento 1890. Old Class "CD" Later Class E-5. Rogers 1888. Ex. S. P. 356.

The Southern Pacific Company

By G. M. BEST

Since this is primarily a history of the steam locomotives of the Southern Pacific, it is not possible in the limited space available to more than briefly sketch the history of the railroad itself.

Between 1864 and the present date, nearly a hundred railroads were grouped together to form the 14,500 miles of the present system, of which eighty had locomotives which were purchased independently and later taken over by the Southern Pacific. A group of historical briefs precedes the locomotive lists, covering every railroad which had locomotives of its own. Those railroads which existed as corporate entities but which leased equipment from other roads are not included, nor are affiliated lines like the Northwestern Pacific and the San Diego & Arizona Eastern listed, since those steam locomotives belonging to them are numbered independently from the Southern Pacific group.

The pioneer unit of the Southern Pacific System was the Central Pacific Railroad, about which so much has been written. This road, completed in 1869 to join the Atlantic and Pacific coasts for the first time with a through railroad, in conjunction with the Union Pacific, was built by the "Big Four"; C. P. Huntington, Leland Stanford, Charles Crocker and Mark Hopkins. These men, having become experienced in railroad building by the time the golden spike was driven in 1869, formed the original Southern Pacific of California by a merger in 1869 of various small roads in the San Francisco region.

At first it was intended to build south from San Jose to the Colorado River, and thence to Texas, but in late 1869 the plans were changed, and construction work was started at Lathrop, near Stockton, on the Central Pacific. For a time the project was called the San Joaquin Valley Railroad, then the Central Pacific Extension, and finally the Southern Pacific. By 1875 it had crossed the Tehachapi mountains and was completed through the great Mojave desert to Needles, on the Arizona border at the Colorado River. After considerable argument over details, Los Angeles was included in the project and a line was built from Mojave Station on the Needles line, to Los Angeles, arriving there in 1876 and providing Los Angeles with a transcontinental connection. From Los Angeles the line was continued east via Colton, Indio and east of the Salton Sea to Yuma, Ariz., where it connected with the separately incorporated construction projects which were to carry the rails east to Texas. The Needles line remained for years as a branch of the Southern Pacific, and was used from Needles to Mojave by the Atlantic & Pacific, later the Santa Fe, until the latter built their own line from Barstow on the Needles branch, to San Bernardino via the Cajon Pass. The Santa Fe finally traded the Ferrocarril de Sonora for the Needles-Mojave line, which had been of little use to the Southern Pacific.

In Arizona and New Mexico, the separate companies described in the historical briefs extended the Southern Pacific main line to El Paso,

Texas, and until 1885 these companies maintained their own equipment and motive power.

While this construction was being pushed through, the loosely connected system of privately owned roads extending from New Orleans to Houston passed under the control of financial interests close to the Southern Pacific, and construction work on an extension of the Galveston, Harrisburg & San Antonio was started in 1873 and the line built to San Antonio in 1877. It was extended west of San Antonio the following year, and in 1881 the rails of the G. H. & S. A. and the S. P. met, thus bringing into being the present day Southern Pacific system, extending from New Orleans, La. to Portland, Ore., and Ogden, Utah.

Complete consolidation of the roads did not occur until 1885, after which the system became a unit operated by two managements reporting to one financial head, these managements comprising the Atlantic and Pacific Systems. The historical briefs give the relation of each of the roads acquired to the two groups, being arranged in alphabetical order to facilitate reference.

The Southern Pacific serves eight western and southern states, and is the third largest railroad on the North American continent. As of June 3, 1955, it had 569 steam locomotives, 1676 diesel-electric units, 1553 passenger cars, 77236 freight cars of all types, and 5297 miscellaneous cars. It is a railroad of extremely long hauls between population centers, is almost entirely single track, and due to the mountainous territory through which its lines in California and Oregon pass, it contains some of the most difficult sections of railroad operating in the country. It has three transcontinental arteries; the old Central Pacific east from San Francisco to Ogden and a connection with the Union Pacific; the Southern Pacific from San Francisco to Los Angeles and El Paso, and the former EP&SW to Tucumcari, N. M. and a connection with the Rock Island, and a third east from El Paso through Texas and Louisiana to Shreveport and New Orleans.

For complete details of the corporate structure of the Southern Pacific, the reader is referred to Daggart's "History Of The Southern Pacific," and "Building The Pacific Railway," by Sabin.

STEAM LOCOMOTIVES:

The steam locomotives of the Southern Pacific and its predecessor lines, over the period from 1853 to 1955, comprise about 4200 units, and of this total, less than 15% are still in service, due to the rapid conversion from steam to diesel-electric during the past ten years. The scrapped 85% is the group which interests railroad historians the most. This research presents a picture of the motive power of the predecessor roads, their relation to the present system of numbering, and the facts about their disposal. The first steam locomotive for the section of the Southern Pacific which makes up the Coast Lines was Sacramento Valley 1st No. 1, the "Sacramento," Hinkley 1854. The first locomotive for the New Orleans, Opelousas & Great Western, predecessor of the Southern Pacific in Louisiana was the "Opelousas" No. 1, Baldwin 1853. The last steam locomotive to be purchased, and it was second-

hand, not new, was No. 4487, built at Pine Bluff, Ark. in the St.L.S.W. shops in 1942, and sold to the Southern Pacific in 1953.

Prior to 1885, almost all the roads which eventually formed the Southern Pacific system acquired motive power according to their individual needs, those with the largest locomotive lists being the Central Pacific, the Southern Pacific of California, and the Galveston, Harrisburg & San Antonio. Practically every locomotive builder and every design of locomotive was represented in the engines ordered by the three-score or more mechanical superintendents. Fleets of two-domed Baldwins, graceful Masons, Manchesters, Rogers and many of the relatively standardized models of Cooke, Rhode Island and Schenectady formed the early rosters.

The Central Pacific list has already been published, and much information has appeared regarding the locomotives used during the early days of this road. In the Central Pacific list there were no Baldwins except three acquired from the Western Pacific, the majority being McKay & Aldus, Cooke, Schenectady and Rogers. Beginning in 1872, many new locomotives for both the Central Pacific and Southern Pacific were built at the company shops in Sacramento, and one of these, built for the Virginia & Truckee, a connecting shortline, is still in serviceable condition as a part of the railroad equipment owned by Paramount Studios in Los Angeles.

In 1869 the Southern Pacific took over the locomotives of the San Francisco & San Jose, in most cases retaining their original road numbers, changing only the lettering. This was the nucleus around which the Southern Pacific expanded through purchase of additional locomotives as the system was extended to Southern California. Approximately 200 locomotives were purchased between 1870 and 1891, besides those acquired by absorbing other roads.

As the sections of the Southern Pacific in the territories of Arizona and New Mexico were separately incorporated, the rosters of these two roads were listed separately until 1885, at which time their locomotives were renumbered into the main S. P. List. This explains why there are odd groups of one type, all built at the same time and at the same factory, but which occupy widely spaced groups of numbers in Southern Pacific rosters after 1885. So closely did the motive power departments of the Southern Pacific and Central Pacific work in those days, that during the search of factory records, it was frequently found that an order of locomotives placed by the Central Pacific would leave the factory bearing Central Pacific lettering and road numbers, and enroute to the west, a diversion would take place. Five would go to the New Mexico company, five to the Arizona unit, a few to the S. P. of California and the rest would go to the Central Pacific. Sometimes the factory would later be advised of the diversion, but often as not their records were never corrected, and the task of locating the construction numbers today was made that much more difficult.

After 1885 the practice of ordering large groups of locomotives and allocating them to units of the system became more frequent, and an order for as many as 100 locomotives would be split up and distributed to a dozen different roads in the system. Prior to the 1885 consolida-

tion, all roads used their own numbering system, and much confusion was created at such points as Sacramento and Houston, where engines bearing the same road number, from several different railroads might be found in the same roundhouse, leading to circumstances where the wrong locomotive was sent out on a run. When the 1885 consolidation took place, all motive power on the Texas and Louisiana lines were pooled and renumbered, the lowest number starting with 500 on the theory that since there were no single roads in the group having more than 499 locomotives, all would have new road numbers. The lines west of El Paso continued with their original numbers until 1891, at which time the locomotives were pooled in a manner similar to the Texas and Louisiana lines and were renumbered starting with 1000. This method of having all locomotives west of El Paso numbered above 1000 and those east of El Paso below 1000 has been in effect since 1891, although in 1901, the existing numbering having been found inadequate, the entire system was renumbered so that the Texas and Louisiana lines could have the group from 1 to 999, and the Pacific Lines could spread out the various types to make room for additional motive power.

In the locomotive lists following the text, the last or 1901 number is placed first, at the left side of the page. This has become more or less standard with historical rosters and is followed throughout this one. The 1891 number of the engine is in the next column to the right, and the number or numbers which it had prior to 1891 is shown in the next column to the right. In the case of the lines east of El Paso the 2nd column is for the year 1885 instead of 1891.

After 1901, both the Atlantic and Pacific Systems had occasion to renumber certain classes to take care of added locomotives, the first Pacific System renumbering taking place in 1907 and the second in 1938. In 1907, almost all of the 1200 series 4-4-0s having been scrapped, those remaining were renumbered starting with 1483 and ending with 1525. This made room for new switchers which were then on order. The 4-8-0 locomotives in the 2800 series were assigned numbers in the 2900 group, clearing the 2800s for additional 2-8-0 locomotives. In 1938, there being but six 4-4-0 locomotives left, they were renumbered 1500 to 1505, and the 0-8-0 locomotives then in the 1300 series were moved to the 1400 group, clearing the 1300s for more diesel-electric switchers. In addition, the 4200 series of articulated moguls were renumbered 3900-3911 to make room for articulated consolidations in the process of manufacture. In 1948 the 0-8-0s were again renumbered to the 4500 series to clear the way for more diesel-electric switchers.

These changes were relatively simple, but those of the Atlantic System were not. Through a period of years the 4-4-0 and 4-6-0 groups were rearranged several times, as these classes were gradually scrapped. At one time or another since 1901 there were three groups of 4-6-0 locomotives which occupied the numbers between 345 and 365, so by placing the prefix "1st," "2nd" or "3rd" in front of the numbers, these changes are more readily followed. Since 1949 the 2-6-0s have been renumbered at least twice except for a few of the M-4s, and many of the 0-6-0s, all of the 4-6-0s and some of the other groups have been renumbered.

Until 1912, the rosters of the H. & T. C. and H. E. & W. T. were kept separate from the Southern Pacific, the only exception in the Atlantic System where roads maintained their own system of numbering after 1885. In 1913 all locomotives of these two roads were pooled with those of the Southern Pacific and where there were vacancies in the S. P. numbers the engines were not renumbered. If numbers were in conflict, the H. & T. C. and H. E. & W. T. engines were renumbered.

Prior to 1892, locomotives were usually classified according to cylinder sizes; that is, they were classed as 10x18 Norris, 18x24 Cooke, 20x26 Schenectady and so on. In 1892 the letter system was adopted, B for switchers, C for 4-4-0s, D for 4-6-0s, E for 2-6-0s, F for consolidation, G for twelve-wheel and H for suburban or 2-6-2 types. At that time, the name "Southern Pacific" was applied to the cabs of all locomotives, and the number placed on the side of the tender. The classification letter was placed on the cab under the road name, and this class letter is referred to as the "Old Class" in the locomotive lists to cover cases where all locomotives were scrapped prior to the adoption of the present classification system. Locomotives of the Oregon & California and Central Pacific retained their road name on the cab for some years after 1892, but after 1901 all roads used the lettering of the parent system.

In May 1904 the "Official Classification" system was adopted, wherein the locomotive was identified as to cylinder size, wheel diameter, and weight on the drivers, these data being placed on the cab underneath the road name. A typical example would be "63-18/24-82," signifying 63 inch drivers, including tires, 18x24 cylinders, and 82000 pounds weight on the drivers. This cumbersome and confusing system of classification was abandoned for the present system known as the "Nominal Classification" on June 26, 1913. For example, where an eight-wheel engine was known under the "Official Classification" system as 73-18/24-63, under the new system it was classed as "E-1," with the engines having those dimensions being grouped under that number. The next group of engines having different dimensions would be classed as "E-2" and so on. The dimensions of the old system were still painted on the cabs with the new "Nominal Class" letter and number, until 1954 when everything but the class letter and number, and the weight on the drivers was eliminated.

On Feb. 9, 1916, the engine number was transferred to the cab, and the name "Southern Pacific Lines" was applied to the sides of the tender. At this time each tender was assigned a number of its own, but carried on the back of the tank the road number of the engine to which it was presently attached. Tenders were frequently switched from one engine to another, as the service demanded. On June 14, 1946 the word "Lines" was eliminated from the road name on the tender, and the words "SOUTHERN PACIFIC" painted in very large letters. Train indicators were mounted on each side of the smokebox on all road engines starting in 1913, with the number of the train showing in white, and illuminated at night to permit easy identification of the train.

With the above dates in mind, it should be easy for the collector of locomotive photographs to identify the approximate era of any pic-

ture where the date is unknown, bearing in mind that it must have taken a year or more in each case for all the locomotives to be renumbered and repainted after the order for a change in numbering or lettering was issued.

In common with other roads having heavy mountain grades, the Southern Pacific had its share of the compounds, almost all of them going to the Pacific System. Many of the 4-8-0 locomotives were Schenectady cross-compounds, and there were a few 4-6-0 and 2-8-0 cross-compounds from the same works in the 1890-1900 period. When the Baldwin built Vaclain Compound became popular, the S. P. bought about 175 of them in various types, many of the 4-4-2 and 2-6-0 classes having Vanderbilt boilers, commonly known as the "Wrinklebelly." The compounds lasted only a few years, all but the 3000-3009 and 3015-3024 series being rebuilt simple and superheated.

In 1902, when control of the Southern Pacific, Union Pacific, Oregon Short Line, Oregon Railroad & Navigation Co. and the Chicago & Alton passed to the Harriman system, there was adopted what is known as the "Common Standard" system of ordering locomotives. Uniform designs were selected for each wheel arrangement, and parts were made as interchangeable as possible. Design of the exterior parts such as dome covers, sandboxes, stacks, pilots and cabs were made alike, and stock rooms along the line had to carry a minimum of spare parts as the result of this practise. All locomotives ordered for the Harriman Lines from 1904 to 1913 were of one pattern for each class, but in the latter year a suit to "un-merger" the lines, which had begun in 1908, was decided against Harriman, and the roads went their own separate ways after June 30, 1913.

During the nine years of single unit operation, allotments of a large order of locomotives from the factories would be made according to the needs of the various lines, and occasionally there were swaps of motive power between lines. This accounts for a similarity between many classes of locomotives on the present lines of the Union Pacific and Southern Pacific, and the common-standard influence was also seen in a considerable number of locomotives for the Chicago Great Western, Erie and Illinois Central during that period.

By far the most individual type of locomotive on the Southern Pacific is the cab-first articulated dual service locomotive, of which the road owned over 250 during the peak years of World War 2. This development was made possible by the use of oil as a fuel, as it makes no difference in an oil burning locomotive whether the tender is adjacent to the cab or the smokebox. In 1909, when the S. P. received the first two mallet compounds, Nos. 4000 and 4001, operation of these locomotives through the snowsheds and tunnels of the Sacramento-Reno line created such a smoke and gas hazard to the engine crews that the remainder of the order of locomotives was changed at the factory to operate cab-first. This placed the crew ahead of the stack exhaust and eliminated the difficulty. The two original mallets were operated as built, for many years in Southern California on the hill out of Colton, where there are no tunnels, and were finally converted to cab-first engines in 1928.

All subsequent orders of articulated locomotives for the Coast Lines were built cab-first except a series of coal burning, semi-streamlined 2-8-8-4 locomotives built by Lima in 1939. These engines were ordered for use only between Tucumcari, N. M. and El Paso, Tex., and burned coal due to their proximity to the coal mines in New Mexico. Hence, their tenders are in the conventional position, behind the cab. In 1950, with 100% dieselization of the Rio Grande Division in the offing, the engines were converted to burn oil and transferred to districts in Northern California and Nevada where there are no tunnels. While all the early articulated engines wereallet compounds, those built since 1925 were simple-articulated, and the compounds were gradually simplified as extensive shopwork was required. Twelveallet-compound 2-6-6-2s were ordered in 1910 for the Atlantic System, and these were of the conventional tender arrangement. They lasted but twenty years, although when they were scrapped in 1929 and 1930, their boilers were applied to new 0-8-0 chassis then being built at the Houston shops. In 1943 the Coast Lines acquired two second-hand 2-6-6-2allet-compounds from the Verde Tunnel & Smelter Co., and numbered them 3930 and 3931. They were used in helper service east out of Los Angeles, and on long freight drags to the harbor district, but they have both been scrapped, and among the surviving steam locomotives there are now no compounds of any sort.

Between 1925 and 1927 the Southern Pacific acquired 49 three-cylinder single expansion locomotives of the 4-10-2 wheel arrangement, these being the only three-cylinder engines ever purchased. All have been retired, but the 5021 is to be preserved. During the war years from 1941 to 1945, ninety cab-first articulated and forty 4-8-4 passenger locomotives were purchased, and these were the last new steam locomotives on the Southern Pacific. A few second-hand locomotives were picked up during the war, the most notable being a group of ten 2-8-4 Berkshires from the Boston & Maine, which operated in the coal districts of New Mexico until 1949 when they were converted to oil and sent to California, where they lasted about a year and were then scrapped. The last second-hand locomotives to be purchased were ten 4-8-4s from the St. Louis Southwestern in 1953.

In preparing the locomotive lists, the writer has gone to considerable pains to obtain as much of the original numbering as possible, especially with the smaller and less known shortlines acquired. Locomotives sold or scrapped prior to consolidation with the Southern Pacific are listed where known, and it should be possible for any interested historian to reconstruct the original roster of any absorbed road by reference to the main and auxiliary lists. Had space permitted, the complete lists of all the roads involved would have been presented.

The Corvallis & Eastern is a typical example, for some of this road's locomotives were sold long before the S. P. acquired it, to run on various other roads for many years. One of these, originally Oregon Pacific No. 12, was sold to the Oregon & Southeastern in 1902 and then to the J. H. Chambers Lumber Co., where it worked until the late 1940s. This engine distinguished itself in 1927 by appearing in a motion picture "The General," with Buster Keaton.

Very little information has been handed down regarding the early rosters of the pioneer roads in Louisiana and Texas. We can only assume that the first nine locomotives on the Morgan's Louisiana & Texas are correctly identified. The first two locomotives on the Buffalo Bayou, Brazos & Colorado were named the "General Sherman" and the "Texas." They were bought second-hand in Boston and were both out of service by the time the G. H. & S. A. acquired the road. One of the original locomotives of the N. O. O. & G. W., No. 5, the "Sabine," built by the Niles Works of Cincinnati, O. in 1854, was preserved by the T. & N. O. as a relic and restored to its original appearance some years ago and placed in the station grounds of the S. P. at Lafayette, La., only to be scrapped by a misguided management in 1942 as a part of the war effort. This left old M. L. & T. No. 44, later S. P. No. 124 and sold to the Meeker Sugar Co. in 1914 as the oldest and only survivor of the M. L. & T., but it was purchased from Meeker in 1951 by Mr. Arthur LaSalle of New Orleans and restored to its original appearance, only to be scrapped without Mr. LaSalle's knowledge during his absence, and without his permission.

The New York, Texas & Mexican had some interesting second-hand locomotives acquired in 1880 from the New York Central, one of them dating back to 1845. Unless the "General Sherman" and the "Texas" were older, these locomotives were easily the oldest locomotives in Texas during the short time they ran on the N. Y. T. & M.

The records of the Houston & Texas Central were destroyed in a fire in the early 1900s and no data on the original broad gauge or early standard gauge engines are available in official records of the S. P. The early engines were mostly R. Norris & Sons, built between 1856 and 1861. When the gauge was changed to standard after the War between the States, many of these locomotives were rebuilt, the highest number being No. 11, indicating that there were at least eleven broad gauge locomotives originally. Existing H. & T. C. records do not show any locomotive built prior to 1870 except the little 0-4-0 "Buffalo," built by Rogers in 1869 as H. & T. C. No. 18 and which survived until 1935.

The early history of the San Antonio & Aransas Pass was not handed down to the present S. P. files when the road was taken over in 1925, and it was necessary to reconstruct the roster through information from the locomotive builders, and recollections of retired employees. Many S. A. & A. P. locomotives were bought second-hand, and no record was kept of the road numbers of the locomotives on the road from which they were purchased, making it difficult to trace their origin. Among the secondhand 4-4-0s was a group numbered 50 to 56, and which were probably from the Pennsylvania R. R. Some of them had Belpaire fireboxes and typical Pennsylvania standard domes and all had many characteristics which stamped them indelibly as ex-Pennsylvania R. R. Some of the S. A. & A. P. secondhand engines operated on as many as three railroads before coming to Texas.

The early locomotives of the roads that made up the El Paso & Southwestern and which did not reach the Southern Pacific when the E. P. & S. W. was purchased in 1924 are all known, thanks to the foresight of the late Frank Lister, who made a hobby of tracing the ancestry

of every locomotive that ever ran on the E. P. & S. W. He was the last Supt. of Motive Power of the road before it was taken over by the S. P., and went from there to the Frisco where he served for many years as the Supt. of Motive Power. It was he who saved old E. P. & S. W. No. 1, which had been retired in 1903 but not scrapped, and in 1909 it was reconditioned and placed on exhibit near the El Paso offices of the road, where it still remains in an excellent state of preservation.

On the Pacific Coast, a large number of narrow gauge roads were acquired at various times, and except for the Carson & Colorado, the roads were almost immediately standard gauged and their narrow gauge equipment sold or scrapped. The only remaining narrow gauge line in service at this writing is a section of the former Carson & Colorado extending from Laws, in the Owens River Valley of California, to Keeler, with a connection to the S. P.'s standard gauge line from Mojave at Owenyo. All of the original motive power of this road has been scrapped, the existing steam locomotive having been brought to the line from the Nevada-California-Oregon. This line was dieselized in October 1954, with steam locomotive No. 9 being retained as a standby engine. The Oregonian Ry. was for years operated as part narrow gauge and part standard gauge, the narrow gauge section finally being widened and its equipment sold.

The only narrow gauge line in Texas or Louisiana that formed a part of the S. P. was the combination of the Houston East & West Texas and the Houston & Shreveport, this line being 3 foot gauge originally and widened to standard gauge in 1895. No company records exist today to show exactly what the narrow gauge equipment included, and all available information was pieced together from manufacturers' records.

The motive power history of the Southern Pacific of Mexico is complete, for splendid records were kept by the Company, in their offices at Empalme. Most of the locomotives on the road were transferred and in some cases sold outright to the S. P. de M., although there are a few which were bought new for the Ferrocarril de Sonora and the Cananea, Rio Yaqui & Pacifico. In 1942, after the road had lost money for many years, the Southern Pacific put the S. P. de M. on its own financially, and retrieved all locomotives which had been leased to them, restoring their original road numbers and in many cases returning them to the Coast Lines, where some of them are still running. Engines were leased to the S. P. de M. thereafter but retained their U. S. identity, until Dec. 21, 1951, when the S. P. de M. was sold outright to the Mexican Govt. Included in the sale were over a hundred steam locomotives, many of them the same locomotives which they had leased through the years, but with the addition of many others. A large number of 2-8-0s were also purchased by the newly formed Ferrocarril Del Pacifico, as the S. P. de M. was now called, from the St. Louis Southwestern, although a few of them were acquired by the S. P. de M. prior to December 1951 and bore S. P. de M. road numbers.

It is interesting to consider that the first locomotive on the Central Pacific, the first one owned by the Southern Pacific and the first engine owned by the El Paso & Southwestern are all preserved as historical

relies. Most famous is the "C. P. Huntington," a 4-2-4 built by D. Cooke in 1863, originally Central Pacific No. 3, and sold to the S. P. as their No. 1 in 1869. This engine was saved from being scrapped some years ago and rebuilt for use at various historical celebrations, with a permanent home on the station grounds at Sacramento. It made its last run under its own power in 1939 at the opening of the Los Angeles Union Passenger Terminal. At that time the writer had the great privilege of operating the engine over a short distance, a notable experience.

Central Pacific No. 1, the "Gov. Stanford," a 4-4-0 built by R. Norris in 1863, was presented to Stanford University in 1894 and is still in the museum there, although it has suffered severely from the ravages of time and the pranks of thoughtless students.

Present-day railfans speculate on which engine will be the last to steam on S. P. rails, as the day of 100% dieselization approaches. But regardless of which engine bears the honor of being the last, a number of them will be preserved. Engine 1673 has been presented to Tucson, Ariz.; No. 3025 is safely resting in Traveltown, a transportation museum in Griffith Park in Los Angeles; No. 3420 was given to the city of El Paso, Tex.; the last 4-8-0, No. 2914 was given to Bakersfield, Calif.; narrow gauge No. 18 will rest on the courthouse lawn at Independence, Calif., and the last 4-10-2, No. 5021 will find a home at the Los Angeles County Fair at Pomona, under the auspices of the Southern California Chapter of the Society. Shop switcher No. 219 is also at Traveltown, a donation by the S. P. to the Society and given in turn by them to Los Angeles. There will undoubtedly be others given to various municipalities before the end of steam.

In order to make this work complete, the diesel-electric locomotives have also been listed, in a somewhat condensed form. This is possible because no diesel has been scrapped, and there have been relatively few renumberings, although a major renumbering is contemplated at this writing. Locomotives are grouped according to classification number, and the wheel arrangement is designated by using the AAR method of identifying diesel-electric locomotives. Only four such groups of letters are needed to describe the wheel and power details of every diesel locomotive. These are as follows:

- | | |
|---------|--|
| A-A | Two axles, both powered. |
| B-B | Two four-wheel trucks, with all axles powered. |
| C-C | Two six-wheel trucks, with all axles powered. |
| A1A-A1A | Two six-wheel trucks, with the center axle of each truck
not powered. |

Groups designated as "Cab Units" are equipped with a cab at one end and a vestibule at the other, the latter for connection with a vestibuled booster unit, or to a passenger train. "Booster Units" have vestibules at both ends, and no cab, except the "All Purpose" booster units in the 4700 and 5500 series, which when used with "All Purpose" cab units form the familiar "Cow And Calf" combination frequently used in transfer service.

Engines listed as "All Purpose," primarily road engines, have a combination pilot which has been standard on the Southern Pacific for road engines also used in yard service, for many years before the diesels arrived. The combination pilot has footboards on the sides, and when adopted, it eliminated the necessity of removing the pilot and installing footboards when the engine was assigned to yard service. Many of the "All Purpose" diesels are equipped with steam generators for passenger train heating, and a few have dual cab controls.

In listing the diesel-electric locomotives, the mechanical data are given following the shop number and the year built. They are as viz; total weight of the engine, the horsepower, and the tractive effort. The Southern Pacific's diesel fleet is 70% Electro-Motive Division of General Motors, with the balance divided between Alco, Baldwin and Fairbanks-Morse, with a few General Electrics. The S. P.'s oldest diesel was not its first. Engine 6017, a rebuilt 2000 HP passenger "Cab-Unit" was built by E. M. D. in 1937 for the first streamliner "City of San Francisco." After bearing several Union Pacific numbers, it was purchased outright by the Southern Pacific, became S. P. No. 6011-A and in 1950 it was renumbered 6017. As diesel history on the S. P. unfolds, this locomotive will probably take its place with the "C. P. Huntington," although it is a youngster compared with some of the early diesels on eastern roads.

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Brief Histories of the Railroads which were combined to form the present Southern Pacific Lines, and which owned steam locomotives.

ALAMAGORDO & SACRAMENTO MOUNTAIN—organized and built in 1898 from Alamagordo Jet. on the E. P. & N. E., to Russia, N. M., 31 miles. Came under the control of the E. P. & S. W. in 1908 and was taken into the S. P. system in 1924.

ARIZONA & COLORADO—constructed in 1902 to 1909 from Cochise to Kelton, Ariz. Taken over by the Arizona Eastern in 1909 and consolidated into that system in 1910.

ARIZONA EASTERN—organized in 1904 as the Arizona Eastern R. R. Co. of Arizona, in 1910 became the name of a consolidation of the G. V. G. & N., M. P. & S. R. V., P. & E. and A. & C. Operated as a separate company with its own motive power until 1924 when it was taken into the S. P. system.

ARIZONA & NEW MEXICO—built in 1884 from Lordsburg, N. M. to Clifton as a 3 ft. gauge road. No record available of narrow gauge motive power. Was standard gauged in 1903 and extended to Hachita. Taken into the E. P. & S. W. system in 1920.

ARIZONA & SOUTHEASTERN—incorporated in 1888 and built from Bisbee, Ariz. to Fairbanks and later extended to Benson and Douglas. Taken into the E. P. & S. W. system in 1908.

BUFFALO BAYOU, BRAZOS & COLORADO—incorporated in 1850, it was the first railroad west of the Mississippi and the first in Texas. Constructed from Harrisburg, 5 miles west of Houston, to Alleyton on the east bank of the Colorado River, 80 miles west of Houston. No further construction until after the Civil War, when the name was changed to Galveston, Harrisburg & San Antonio.

BUTTE COUNTY—extended from Chico, Calif. to Sterling, 30 miles. Built in 1903 as the Chico & Northern, it was leased to the Butte County in 1904 and taken over by the S. P. in 1916.

CALIFORNIA CENTRAL—was incorporated in 1857 and built from the terminal of the Sacramento Valley R. R. at Folsom, to Lincoln, Calif. Was bought by the Central Pacific in 1864 and the section between Folsom and Roseville was abandoned.

CALIFORNIA PACIFIC—incorporated 1865 and completed in 1869 from Vallejo, at the head of San Francisco Bay, to Sacramento and Marysville. Operated by the Central Pacific, which took over its motive power at an early date. Absorbed into the S. P. system in 1898.

CANANEA, RIO YAQUI & PACIFICO—constructed from a point near Nogales, Ariz. on the F. C. de S., to Cananea, Son., Mexico, 43 miles, by the Cananea Consolidated Copper Co. in 1902. Controlled by the Southern Pacific and taken into the S. P. de M. in 1909.

CARSON & COLORADO—incorporated in 1880 and completed from Mound House, Nev., on the Virginia & Truckee R. R., to Keeler, Calif. in 1883, as a 3 ft. gauge line, 299 miles. Name changed to Nevada & California in 1905 shortly after coming under control of the S. P.; in 1912 it became a branch of the Southern Pacific System.

CENTRAL PACIFIC—incorporated in 1861, completed in 1869, from Sacramento, Calif. to Ogden, Utah. West of Sacramento, it acquired a number of smaller lines to gain access to the San Francisco Bay District. These included the Calif. Pacific, Western Pacific R. R., S. F. & Oakland and S. F. & Alameda. Consolidated with the Southern Pacific in 1885.

CENTRAL TEXAS & NORTHWESTERN—was organized in 1875 as the Waxahachie Tap R. R., connecting Waxahachie, Tex., with the H. & T. C. main line at Garret, Tex. Name changed to C. T. & N. W. and later absorbed by the H. & T. C.

COOS BAY, ROSEBURG & EASTERN—was built from Marshfield, Ore. to Myrtle Point in 1893, 27 miles. Taken over by the S. P. in 1915.

CORVALLIS & EASTERN—See Oregon Pacific.

DAYTON-GOOSE CREEK—was incorporated in 1917 to connect the Goose Creek oil fields with the S. P. at Dayton, Tex., 23 miles. Absorbed into the S. P. in 1926.

EL PASO & NORTHEASTERN—connected El Paso, Tex. with Tucumcari, N. M. Built between 1897 and 1903, and acquired control of the Dawson Ry. Co., Tucumcari to Dawson, N. M. Taken into the E. P. & S. W. in 1908.

EL PASO & SOUTHWESTERN—originally incorporated as the EP&SW of Arizona in 1901, to take over the A&SE, SWRRofA and El Paso Terminal R. R. Co. In 1908 was changed to the EP&SW System, including the EP&NE. Extended to Tucson, Ariz. in 1912 and taken over by the S. P. in 1924.

FERROCARRIL DE SONORA—extended from Nogales, Ariz. to Guaymas, Sonora, 350 miles. Built in 1882, it leased the New Mexico & Arizona R. R. from Benson, Ariz. on the S. P. to Nogales. Controlled by the Santa Fe, these roads were sold to the S. P. in 1912 and included in the S. P. de Mexico.

GALVESTON, HARRISBURG & SAN ANTONIO—incorporated in 1870 to take over the property of the B. B. B. & C., it was extended to San Antonio, Tex. in 1877. The Southern Pacific, building east through Arizona and New Mexico, acquired an interest in the G. H. & S. A., and the latter began building west of San Antonio in 1881, while the S. P. built east from El Paso, the two lines joining 227 miles west of San Antonio on Jan. 12, 1883, connecting New Orleans with San Francisco. The G. H. & S. A. acquired various

small lines in Texas listed elsewhere, and in 1926 was consolidated with all other lines controlled by the Southern Pacific east of El Paso into the T. & N. O.

GALVESTON, HOUSTON & NORTHERN—incorporated in 1892 and built from Houston to Galveston under the name of Galveston, La Porte & Houston. Name changed to G. H. & N. and acquired by the S. P. in 1905.

GILA VALLEY, GLOBE & NORTHERN—completed between 1894 and 1898 from Bowie to Globe, Ariz., 121 miles. Taken over by the Ariz. Eastern in 1910.

GULF, WESTERN TEXAS & PACIFIC—incorporated in 1871 to take over the S. A. & M. G. and extended from Victoria, Tex. to Cuero, 38 miles. Taken over by the G. H. & S. A. in 1885 although not finally consolidated until 1905.

HOUSTON EAST AND WEST TEXAS—built as a 3 ft. gauge line after incorporation in 1875, from Houston to Logansport, 191 miles, where it connected with the Shreveport & Houston, the latter building a 3 ft. ga. line into Shreveport and completing a line from Houston to Shreveport. It came under S. P. control in 1893, was standard gauged in 1895 and with the H. & T. C. formed what was known as the Central Lines until it was consolidated with the S. P. in 1912.

HOUSTON & TEXAS CENTRAL—incorporated in 1848 as the Galveston & Red River, the name was changed to H. & T. C. in 1856 and construction started from Houston towards Dallas, reaching Millican, 81 miles from Houston before the Civil War, which stopped construction until 1867. Various other lines, including the Central Texas & N. W., Washington County, Austin & Northwestern, Waco & Northwestern and Ft. Worth & New Orleans were acquired, completing the H. & T. C. from Ft. Worth and Dallas to Houston, and from Hempstead to Austin. The various links were tied together with new construction in 1911 to give a short route from San Antonio to Dallas. In 1912 it was merged with the S. P. and is now the Dallas and Austin Divisions of the S. P.

LAKE CHARLES AND NORTHERN—built by the S. P. in 1906 and by purchase of the Louisiana & Pacific, it provided a 44 mile line between DeRidder and Lake Charles, La. Road absorbed into the S. P. in 1915.

LAKE TAHOE RY. & TRANSPORTATION CO.—completed May 1899 from Truckee, Calif. to Lake Tahoe, 16 miles as a 3 ft. gauge line, and operated each year during the summer season. Acquired by the S. P. in 1927 and standard gauged.

LOS ANGELES & INDEPENDENCE—incorporated in 1875 and originally projected from Los Angeles to Independence, Calif. in the Owens River Valley, but only a branch from Los Angeles to Santa Monica was ever built, being completed in 1875 and leased to the S. P. in 1877. It is now a part of the Pacific Electric.

LOS ANGELES & SAN PEDRO—the first railroad in Southern California, it was incorporated in 1868 and completed in 1869 from Los Angeles to Wilmington, 2 miles from San Pedro. It was taken over by the S. P. when that road entered Los Angeles in 1876 and is now the Harbor subdivision of the S. P.

LOUISIANA WESTERN—incorporated 1878 to build from Orange, Tex. eastern terminal of the T. & N. O. to Lafayette, La., thus furnishing a through connection between New Orleans and Houston. The present S. P. system in Louisiana, with branches since then constructed, includes the L. W. and M. L. & T.

MARICOPA, PHOENIX & SALT RIVER VALLEY (Maricopa & Phoenix)—was built in 1886 and 1887 as the latter named road, between Maricopa and Phoenix, Ariz., 34 miles. The name was changed to the former in 1895, and was taken over by the Arizona Eastern in 1904.

MONTEREY & SALINAS VALLEY—a 3 ft. gauge road built in 1875 from Salinas to Monterey, 18 miles. It was taken over by the S. P. in 1880 and standard gauged.

MORGAN'S LOUISIANA & TEXAS—incorporated in 1878 to take over the New Orleans, Opelousas & Great Western, which it extended to Lafayette and Cheneyville in 1882. In connection with the Louisiana Western, it became the S. P. main line between Houston and New Orleans. Its motive power was taken into the S. P. in 1884.

NEVADA-CALIFORNIA-OREGON—originally built as the Nevada & California, it began operations in 1884 from Reno to Moran, as a private road owned by the Moran Bros. of New York, but in 1893 it was reorganized as the N-C-O. It was extended to Lakeview, Ore. by 1912, but the section from Reno to Wendel was abandoned when the S. P. built their Westwood branch. It acquired the Sierra & Mohawk Ry. in 1915, and came under control of the S. P. in 1925. Originally 3 ft. ga., it was standard gauged in 1927 and became a branch of the S. P. in that year.

NEW ORLEANS, OPELOUSAS & GREAT WESTERN—incorporated in 1852, it was completed to Algiers, La., across the Mississippi River from New Orleans, to Morgan City, La. 80 miles, by 1857. It was bought by Charles Morgan in 1869 and operated by him in conjunction with his Morgan Line of steamships. In 1878 after his death the road was reorganized into the Morgan's Louisiana & Texas.

NEW YORK, TEXAS & MEXICAN—incorporated in 1861 and built from Rosenberg, 37 miles west of Houston on the G. H. & S. A., to Victoria, a total of 92 miles. Acquired by the G. H. & S. A. in 1905.

NORTHERN RAILWAY—built between 1870 and 1875 from Oakland to Martinez, connecting there by ferry with Benicia on the north side of Carquinez Straits, where the road extended to a junction

with the California Pacific at Suisun. Leased to the S. P. in 1888 along with a number of other short lines acquired at the same time, and is now the west end of the S. P. main line to Ogden.

NORTHERN CALIFORNIA—incorporated in 1860 and completed in 1864 from Knights Landing to Marysville and Oroville, Calif., 60 miles. Originally known as the California Northern, it was leased to the S. P. in 1889.

OREGON & CALIFORNIA—incorporated in 1870 as a successor to the Oregon Central Companies and built south from the end of those lines to Salem in 1871, Roseburg in 1872, where the terminus remained until 1881, when it was extended further south and reached Ashland, Ore. in 1884. The Central Pacific in the meantime had built north from Marysville to Redding by 1872, and in 1884 extended this line to meet the O. & C. at Ashland, reaching there in 1887 at which time the S. P. assumed control of the entire line from Sacramento to Portland.

OREGON CENTRAL—first known as the Oregon Central-East Side, it was incorporated in 1867 and built from Portland to Oregon City by 1870 at which time it was taken over by the O. & C., newly organized to complete the project.

OREGON PACIFIC—organized in 1880 and completed in 1890 to Corvallis and Detroit, Ore., from Yaquina, on the coast, 141 miles. This road was known for a time as the Willamette Valley & Coast during its early years, and in 1894 after foreclosure sale it was re-incorporated as the Oregon Central & Eastern. In 1897 it was again reorganized as the Corvallis & Eastern, under which name it was acquired by the S. P. in 1906, but physical consolidation did not take place until 1915.

OREGONIAN—was incorporated in 1882 as a narrow gauge 3 ft. line to take over several small roads, including the Dayton, Sheridan & Grande Ronde, the Willamette Valley and the Yamhill R. R. Controlled by the O. R. & N. for a time, then acquired by the O. & C. in 1893, it was standard gauged as their Silverton-Portland branch and absorbed into the S. P. system. The road was also known as the Oregon R. R. during its narrow gauge days.

PACIFIC RAILWAY & NAVIGATION CO.—built in 1905 from Hillsboro to Tillamook, Ore., 91 miles. Motive power mostly second hand from the S. P. Acquired by the S. P. in 1915 and became its Tillamook branch.

PHOENIX & EASTERN—built in 1902 and 1905 from Phoenix to Winkelman, Ariz., 91 miles. Taken over by the Ariz. Eastern in 1915.

PORTLAND, EUGENE & EASTERN—Eugene to Albany, Ore., 8 miles, incorporated in 1907, operated by electricity, with steam on several small branches. Taken over by the S. P. in 1916.

PORTLAND & WILLAMETTE VALLEY—was incorporated in 1884 as a 3 ft. ga. road from Dundee to Portland, Ore. It was acquired in 1892 by the S. P. and standard gauged in 1895, to become a branch of the S. P.

SABINE & EAST TEXAS—was incorporated in 1881 and built from Beaumont to Rockland, Texas, 102 miles. It was acquired by the Texas & New Orleans in 1883 and became its Sabine Division.

SACRAMENTO & PLACERVILLE—was incorporated in 1864 and built from the end of the Sacramento Valley R. R. at Folsom, to Shingle Springs, being completed in 1865. It was taken over by the Central Pacific and extended to Placerville in 1886.

SACRAMENTO VALLEY—was the first railroad in California, incorporated in 1853 and completed from Sacramento to Folsom in 1856. It was acquired by the Central Pacific shortly after construction was started on the Transcontinental railroad and is part of the Placerville branch of the S. P. today.

SALEM, FALLS CITY & WESTERN—constructed between 1901 and 1913 between Dallas and Black Rock, Ore., 28 miles, and consolidated with the S. P. in 1915.

SAN ANTONIO & ARANSAS PASS—was incorporated in 1884 and built from Kerrville to Houston, 308 miles, with branches totalling 379 miles to Waco, Corpus Christi and Rockport, Tex. It was operated after its reorganization in 1893 as an affiliated line of the S. P. and was taken over and absorbed by the latter in 1925, its main line being extended to the Rio Grande River at Brownsville, Tex.

SAN ANTONIO & GULF SHORE—incorporated and built in 1894 from San Antonio to Stockdale, Tex. It was taken over by the G. H. & S. A. in 1905, which extended the line to Cuero.

SAN ANTONIO & MEXICAN GULF—one of the earliest Texas railroads, it was incorporated in 1850 and built between 1856 and 1861 as a 5½ ft. gauge road between Ft. Lavaca and Victoria, 16 miles, later being extended to Indianola. It was almost completely destroyed in the Civil War, but was rebuilt, and in 1871 consolidated with the G. W. T. & P.

SAN BERNARDINO & REDLANDS—was built to 3 ft. ga. from San Bernardino to Redlands, Calif., was leased to the S. P. in 1892 and operated as a Southern Pacific branch until 1916 when it was sold to the Pacific Electric and shortly thereafter abandoned.

SAN FRANCISCO & ALAMEDA—incorporated in 1863 and built from Alameda Wharf through Alameda to San Leandro. It was taken over by the Central Pacific in 1869 to form a part of its Eastbay network.

SAN FRANCISCO & OAKLAND—was incorporated in 1861 and connected Oakland with a pier located not far from the site of the present Oakland mole. The Central Pacific bought it in 1869 and used it to connect the Western Pacific Ry. with the pier.

SAN FRANCISCO & SAN JOSE—constructed in 1860-64 from San Francisco to San Jose, Calif. It was acquired shortly thereafter by the newly formed Southern Pacific, and was eventually extended to Los Angeles.

SAN JOAQUIN & SIERRA NEVADA—a 3 ft. ga. road built from Bracks Landing near Stockton, Calif. to Valley Springs, 40 miles. It was taken over by the S. P. in 1888 after 8 years of operation, and was standard gauged as an S. P. branch in 1904.

SAN JOAQUIN VALLEY—projected as a 480 mile line from the Western Pacific near Stockton, to the Colorado River, by the Southern Pacific, and 12 miles of road built under that name. Changed to S. P. of Calif. in 1871 and completed under the parent name.

SANTA ANA & NEWPORT BEACH—was built from Santa Ana to Newport Beach in 1890 as the Santa Ana R. R. Co., was reorganized and the name changed to S. A. & N. B. in 1899 and abandoned in 1933.

SANTA CRUZ R. R.—built in 1876 as a 3 ft. gauge line between Santa Cruz and Pajaro, Calif., 21 miles. Taken over by the S. P. in 1882 and standard gauged, the corporate name was changed to Pajaro & Santa Cruz. Eventually absorbed into the S. P. system.

SHREVEPORT & HOUSTON—completed between Shreveport and Logansport, La., 40 miles, in 1884 as a 3 ft. gauge line, to connect with the H. E. & W. T. in 1886. Name changed to Houston & Shreveport in 1891 and gauge changed to standard in 1894. Operated as part of a through line between Houston and Shreveport, and taken over by the S. P. with the H. E. & W. T.

SOUTH PACIFIC COAST—a 3 ft. gauge line built in 1875 from Oakland to Santa Cruz, 80 miles. In 1887 it was consolidated with various other narrow gauge lines including the Santa Cruz & Felton, Bay & Coast, San Jose & Newark and the Felton & Pescadero for a total of 148 miles of line. It was leased to the S. P. in 1887 and standard gauged in 1906. Parts of this line were abandoned in 1940.

SOUTHWESTERN RAILROAD OF ARIZONA—incorporated in 1900 to take over the Arizona & Southeastern. Operated until 1908 when it became a part of the EP&SW.

SOUTHERN CALIFORNIA MOTOR ROAD—was constructed between San Bernardino and Riverside, Calif. via Colton in 1889 and sold to the S. P. in 1898. Its locomotives were of the street car dummy type.

SOUTHERN PACIFIC OF ARIZONA—incorporated in 1878 to build the line of the Southern Pacific across the Territory of Arizona, reaching the New Mexico border in 1880. Its motive power and rolling stock, which originally bore separate numbering systems, was absorbed into the S. P. in 1885.

SOUTHERN PACIFIC OF CALIFORNIA—the parent system, was formed in 1865 and was acquired in 1868 by the same financial interests that were then building the Central Pacific. The S. P. acquired the S. F. & S. J. and other San Francisco Bay district roads to form a network for that area. In 1869, first under the name of Central Pacific, then San Joaquin Valley, it built south from Lathrop on the Central Pacific, to Los Angeles, reaching there in 1876 and Yuma, Ariz. in 1877. It was extended from San Jose to a junction with the Valley line at Saugus over a period of 25 years, and in 1885 it was taken over by the newly formed Southern Pacific Company.

SOUTHERN PACIFIC COMPANY—was incorporated Aug. 14, 1884 and acquired control of the S. P. of Calif., Ariz. and New Mexico in March 1885; the Atlantic System, comprising the ML&T, LW, GH&SA, T&NO and GWT&P on Mar. 31, 1885, the Central Pacific on Apr. 1, 1885, the NYT&M on Sept. 1, 1885, and the Oregon & Calif. in 1887. In later years it acquired control of the various other roads which comprise this list.

SOUTHERN PACIFIC OF MEXICO—was incorporated in 1909 to take over operation of the F. C. de Sonora, and the New Mexico & Arizona Rys. which had been operated by the S. P. since 1898. Owned by the Santa Fe, these two roads were sold to the S. P. de M. in 1911. The S. P. had already started construction of the road south of Guaymas in 1905, and it was not until 1923 that the line through to Guadalajara was finally completed, a distance of 1095 miles from Nogales, and providing through service from Tucson to Mexico City. In later years the line acquired the C. R. Y. & P. and F. C. Nacozari. On Dec. 21, 1951 the entire road was sold by the S. P. to the Mexican Govt. and the name changed to Ferrocarril Del Pacifico.

SOUTHERN PACIFIC OF NEW MEXICO—incorporated in 1879 to build the S. P. across New Mexico Territory, it was completed in 1881 to El Paso and taken into the S. P. system in 1885.

STOCKTON & COPPEROPOLIS—built between 1870 and 1871 from Stockton to Milton, Calif., 30 miles, it was absorbed by the Central Pacific in 1874.

STOCKTON & VISALIA—an extension of the S. & C., it was built from Peters on the S. & C. to Oakdale, 19 miles, in 1871, and was taken over by the C. P. in 1874.

TEXAS & NEW ORLEANS—incorporated in 1859 and built as a 5½ ft. gauge road from Orange to Houston, Tex., 104 miles. It suffered greatly during the war between the States and was reor-

ganized in 1875 and standard gauged. The S. P. took over the road in 1881, in 1882 the T&NO acquired control of the S. & E. T. which it absorbed in 1902. For corporate reasons, the entire S. P. system east of El Paso was consolidated in 1926 and leased to the T. & N. O. under which name the Atlantic System has operated since that time.

TEXAS MIDLAND—built originally in 1890 as a part of the Texas Central, it was separated from that road in 1893, comprising the line from Ennis to Greenville and Paris, Tex., 125 miles. Taken over by the S. P. in 1928.

TEXAS TRUNK—incorporated in 1879 and built from Dallas to Kaufman and Gossett, 51 miles. In receivership in 1891, it was acquired by the T. & N. O. in 1899 and extended from Gossett to Rockland to connect with the S. & E. T.

TWIN BUTTES—incorporated in 1904 and built from Tucson to Twin Buttes, Ariz. by 1906, 28 miles. It was bought by the S. P. in 1910 and extended from Sahuarita on its existing line, to a point near Nogales, giving Tucson a short connection to the S. P. de M.

VACA VALLEY & CLEAR LAKE—constructed between Elmira, Vacaville and Madison, Calif. in 1875, a distance of 30 miles, it was taken over by the Central Pacific in 1888.

VENTURA & OJAI VALLEY—was built from Ventura Jet. to Nordoff, Calif. in 1898 and was taken over by the S. P. as their Ojai branch in 1899.

VISALIA RAILROAD—opened Sept. 1874 between Visalia and Goshen, Calif., 7 miles. Leased to the S. P. in 1898 and absorbed into the system in 1901.

WACO & NORTHWESTERN—built from Ross to Bremond, Tex. in 1872 as a part of the H. & T. C., it became separated from that road in 1888 and operated as the W. & N. W. It was taken over again by the H. & T. C. in 1899 after two receiverships, and was later absorbed by the S. P. system.

WAXAHATCHIE TAP R. R.—See Central Texas & Northwestern.

WESTERN OREGON—was organized as the Oregon Central-West Side, in 1867 as a rival to the Oregon Central-East Side and built from Portland to St. Joseph, Ore. in 1870. It was then reorganized as the Western Oregon and completed to Corvallis. It was taken over by the Oregon & Calif. in 1880.

WESTERN PACIFIC RAILROAD CO.—incorporated in 1862 and built from Sacramento to Oakland and San Jose, it was taken over by the Central Pacific in 1870 to provide an entrance for that road to the San Francisco region. This road should not be confused with the present Western Pacific Railway, which was not completed until Nov. 1, 1909.

PART 1

Locomotives of the Atlantic System, east of El Paso, Texas The Texas & New Orleans Railroad Company

1853-1955

1901 1885 Previous	Builder	Constr. Date	Final Disposition and Remarks
	Number		
Class S-1 0-4-0	(A) 50—14x22—51910—100—9900		
	(B) 50—15x22—60000—100—8420		
	(C) 56—14x24—54900—130—9280		
	(D) 51—15x22—57600—135—10720		
	(E) 56—15x24—58300—130—10650		
	(F) 50—17x24—61250—135—15330		
1 550 LW 11	Baldwin 5514	1881	(A) Scr. 12-31-1920
2 H&TC 3rd 1-18-47	Rogers 1985	1869	(B) Conv. to Shop Sw. #1196 5-10-24 Scr. 1935
3 502 ML&T 2	Baldwin 3957	1876	(C) Scr. 10-31-1920
4 503 ML&T 3	Baldwin 3964	1876	(C) Scr. 2-17-1917
5 No locomotive assigned this number			
6 679 GH&SA 40	Hinkley 1329	1880	(D) Scr. 2-1902
7 684 GH&SA 42	Hinkley 1338	1880	(D) Conv. to Shop Sw. #1197 5-19-24 Scr. 10-5-25
8 528 ML&T 28	Baldwin 5950	1881	(E) Scr. 7-16-1921
9 529 ML&T 29	Baldwin 6047	1882	(E) Scr. 8-20-1921
10 530 ML&T 30	Baldwin 6050	1882	(E) Scr. 2-18-1931
11 570 T&NO 10	Baldwin 5178	1880	(E) Scr. 2-28-1923
12 No locomotive assigned this number			
13 526 ML&T 26	Baldwin 4813	1879	(F) Conv. to Shop Sw. #1198 5-13-24 Scr. 1937
14 527 ML&T 27	Baldwin 4815	1879	(F) Sold to J. B. Levert 7-15-1916
15 537 ML&T 37	Baldwin 6021	1882	(F) Scr. 12-28-1923
Class S-3 0-6-0 51—18x24—91000—150—19440 (19-21 weighed 99000)			
16 H&TC 101-51-2nd 14	Schen. 3049	1890	Conv. to Shop Sw. #1199 3-15-1924
17 H&TC 102-52-68	Schen. 2955	1889	Sold to Texas Quarries 12-18-1929
18 H&TC 103-53-74	Schen. 3050	1890	Scr. 6-6-1930
19 H&TC 104-48	Schen. 5148	1899	Scr. 6-17-1930
20 H&TC 105-49	Schen. 5149	1899	Scr. 9-29-1928
21 H&TC 106-50	Schen. 5150	1899	Scr. 11-28-1936
Class S-4 0-6-0 51—19x24—100000—155—22380			
22 H&TC 151-133-54	Schen. 3950	1892	Scr. 4-23-1937
23 H&TC 152-134-55	Schen. 3951	1892	Scr. 11-28-1936
24 H&TC 153-142-56	Schen. 4557	1897	Scr. 5-10-1937
25 H&TC 154-143-57	Schen. 4558	1897	Scr. 4-10-1931
Class S-Odd 0-6-0 44—12x22—46700—110—6730			
26 519 ML&T 2nd 19	Baldwin	1874	Sold to Keith Lumber Co. 8-1903
Class S-2 0-6-0	(A) 47—16x24—65500—135—15000		
	(B) 50—17x24—81000—135—15920		
	(C) 51—17x24—83500—140—16180		
27 647 T&NO 16	Cooke 1470	1883	(A) Conv. to Shop Sw. #1201 12-16-16 Scr. 1941
28 700 710	Baldwin 9528	1888	(B) Sold to Raymel Gravel Co. 9-13-17

29	701	711	Baldwin	9530	1888	(B)	Conv. to Shop Sw. #1202 6-30-34	Scr. 1941
30	702	745	Schen.	3843	1892	(C)	Scr. 2-18-1931	
31	703	746	Schen.	3844	1892	(C)	Scr. 6-4-1937	
32	704	747	Schen.	3845	1892	(C)	Sold to Victoria Material & Gravel Co.	5-1-31

Class S-3 0-6-0 (A) 51—18x24—90000—155—18140
(B) 51—18x24—99000—160—18790

33	768	Schen.	4229	1894	(A)	Scr. 6-1932	
34	769	Schen.	4230	1894	(A)	Conv. to Shop Sw. #1200 4-22-24	
35	770	Schen.	4231	1894	(A)	Scr. 6-19-1930	
36	771	715	Schen.	2679	1888	(A)	Sold to Freeport Sulphur Co. 1916
37	760	712	Schen.	2676	1888	(A)	Scr. 9-5-1930
38	761	713	Schen.	2677	1888	(A)	Sold 12-11-1936
39	762	714	Schen.	2678	1888	(A)	Sold to The Texas Co., 1916
40	763	740	Schen.	3447	1891	(A)	Scr. 12-27-1927
41	764	741	Schen.	3448	1891	(A)	Scr. 9-30-1927
42	765	742	Schen.	3449	1891	(A)	Sold to Gulf Gypsum Co. 7-25-37
43	766	743	Schen.	3450	1891	(A)	Sold to Houston Belt & Term. So. #109 9-16-17
44	767	744	Schen.	3451	1891	(A)	Sold to Atkinson-Pollock Co. 7-4-1942
45	772		Schen.	4943	1899	(B)	Scr. 4-2-1947
94	46	773	Schen.	4944	1899	(B)	Renumb. 2nd 94 12-28-46. Scr. 10-11-1947
47	774		Schen.	4945	1899	(B)	Sold to Gulf Gypsum Co., 7-23-1938
48	775		Schen.	4946	1899	(B)	Scr. 2-12-1930
49	778		Schen.	5537	1900	(B)	Scr. 1-2-1931
50	779		Schen.	5538	1900	(B)	Sold to Midland Sand & Gravel Co. 12-1-1936
51	776		Schen.	5535	1900	(B)	Scr. 11-28-1936
52	777		Schen.	5536	1900	(B)	Scr. 3-11-1931

Class S-5 0-6-0 57—19x26—129900—180—25190 (63-77 weighed 131250)

53	Baldwin	20961	1902	Scr. 12-27-1939	
54	Baldwin	20962	1902	Retired 4-30-1941	
55	Baldwin	20963	1902	Scr. 8-12-1940	
56	Baldwin	20992	1902	Scr. 7-13-1940	
57	Baldwin	20993	1902	Retired 4-30-1941	
58	Baldwin	21003	1902	Scr. 6-17-1937	
59	Baldwin	21004	1902	Scr. 9-26-1940	
60	Baldwin	21018	1902	Scr. 5-25-1937	
61	Baldwin	21045	1902	Scr. 12-1939	
62	Baldwin	21046	1902	Scr. 10-26-1938	
63	Baldwin	22535	1903	Scr. 7-24-1940	
64	Baldwin	22536	1903	Scr. 12-1939	
65	Baldwin	22548	1903	Retired 4-30-1941	
66	Baldwin	22555	1903	Scr. 7-9-1940	
67	Baldwin	22564	1903	Scr. 12-1939	
68	Baldwin	22571	1903	Scr. 7-13-1940	
69	Baldwin	22631	1903	Scr. 6-25-1937	
70	Baldwin	22639	1903	Scr. 6-15-1937	
71	Baldwin	22666	1903	Scr. 10-26-1938	
72	Baldwin	22681	1903	Scr. 11-20-1936	
73	Baldwin	22581	1903	Scr. 6-26-1940	
74	Baldwin	22582	1903	Retired 4-30-1941	
75	Baldwin	22601	1903	Scr. 4-26-1937	
76	Baldwin	22614	1903	Scr. 9-18-1940	
77	Baldwin	22615	1903	Scr. 8-21-1940	

Class S-7 0-6-0 57—20x26—150000—180—27920

167	78	Schen.	30031	1904	Renumb. 167 3-28-49 Sold for scrap 7-8-50
168	79	Schen.	30032	1904	Renumb. 168 3-28-49 Sold for scrap 6-3-52
	80	Schen.	30033	1904	Scr. 3-1-1950
	81	Schen.	30034	1904	Scr. 6-3-1947

Class S-8 0-6-0 51—19x26—140000—175—27380 No. 169 weighed 153420

82		Baldwin	27563	1906	Scr. 6-11-1947
83		Baldwin	27564	1906	Leased to SPdeM 12/46 Renumb. SPdeM #4 10-21-49
169	84	Baldwin	27608	1906	Renumb. #169 7-1949 Sold for scrap 7-8-50
	85	Baldwin	27609	1906	Scr. 11-25-1949
170	86	Baldwin	27610	1906	Renumb. #170 8-1949 Scrapped 9-25-1951
	87	Baldwin	27611	1906	Retired 4-30-1941
	88	Baldwin	29243	1906	Retired 4-30-1941
	89	Baldwin	29293	1906	Scr. 6-18-1947
	90	Baldwin	29335	1906	Scr. 3-1-1950
	91	Baldwin	30719	1907	Scr. 10-31-1948
	92	Baldwin	30790	1907	Scr. 9-23-1947
	93	Baldwin	30791	1907	Scr. 9-23-1947
	94	Baldwin	30680	1907	Retired 4-30-1941
	95	Baldwin	30701	1907	Leased to SPdeM 12/46. Renumb. SPdeM #5 10-21-49
	96	Baldwin	30702	1907	Scr. 6-14-1947
	97	Baldwin	36545	1911	Scr. 6-12-1947
	98	Baldwin	36546	1911	Scr. 1-14-1949
	99	Baldwin	36509	1911	Scr. 6-12-1947
	100	Baldwin	36510	1911	Sold for scrap 7-19-1950
	101	Baldwin	36507	1911	Scr. 11-8-1947
	102	Baldwin	36508	1911	Rebld. to Shop Sw. #3230 7-3-1947

**Class S-9 0-6-0 51—19x26—145000—190—29720
(A)—155410—175—27380**

103		Baldwin	37812	1912	Sold for scrap 7-16-1950
104		Baldwin	37813	1912	(A) Sold for scrap 7-19-1950
125	105	Baldwin	37814	1912	Renumb. #125 9-7-50.
					Sold for scrap 3-9-53
126	106	Baldwin	37815	1912	(A) Renumb. #126 10-18-50.
					Sold for scrap 3-5-54
	107	Baldwin	37816	1912	(A) Scr. 7-13-1950
	108	Baldwin	37817	1912	Scr. 6-10-1947
129	109	Baldwin	37818	1912	Renumb. #129 9-29-1950.
					Sold for scrap 5-17-55
130	110	Baldwin	37819	1912	(A) Renumb. #130 9-25-1950.
					Sold for scrap 4-28-52

Class S-8 0-6-0 51—19x26—140000—175—27380

111	H&TC 155	Baldwin	27653	1906	Leased to SPdeM 12/46
					Renumb. SPdeM #6 10-21-49
112	156	Baldwin	27658	1906	Scr. 11-25-1949
113	157	Baldwin	27659	1906	Scr. 10-3-1947
114	158	Baldwin	30795	1907	Scr. 10-30-1948
115	159	Baldwin	30807	1907	Scr. 11-15-1949
116	160	Baldwin	30824	1907	Scr. 1-24-1947

Class S-9 0-6-0 51—19x26—145000—190—27920
(A)—155410

127 117	Baldwin	39643	1913	Renumb. #127 10-11-50.
				Scrapped 3-9-1954
118	Baldwin	39644	1913	Scr. 6-5-1947
119	Baldwin	39645	1913	(A) Scr. 7-13-1950
123 120	Baldwin	39691	1913	(A) Renumb. #123 9-1-50.
				Sold for scrap 4-28-52
121	Baldwin	39692	1913	(A) Scr. 11-9-1953
122	Baldwin	39693	1913	Scr. 5-29-1952
123	Baldwin	39694	1913	(A) Sold for scrap 9-12-1950
124	Baldwin	39695	1913	Sold to Washington-Western Ry. 12-24-1954
125	Baldwin	39776	1913	(A) Scr. 7-13-1950
126	Baldwin	39777	1913	(A) Sold for scrap 9-12-1950
127	Baldwin	39778	1913	Scr. 12-13-1947
128	Baldwin	39779	1913	(A) Sold for scrap 10-22-1954

Class S-10 0-6-0 51—19x26—154600—190—29720

136 129	Baldwin	46314	1917	Renumb. #136 9-4-50. Scrapped 10-26-1951
130	Baldwin	46363	1917	Scr. 7-19-1950
131	Baldwin	46417	1917	Scr. 11-4-1953
132	Baldwin	46418	1917	Sold for scrap 4-28-1952
133	Baldwin	46502	1917	Scr. 7-16-1950
134	Baldwin	47744	1918	Sold to S.P. 2nd 1240 11-16-1953
135	Baldwin	47745	1918	Scr. 10-18-1951
136	Baldwin	47853	1918	Sold for scrap 7-13-1950

Class S-13 0-6-0 57—20x26—155100—200—31020

137	Baldwin	54219	1920	Scr. 9-15-1953
138	Baldwin	54220	1921	Sold for scrap 7-27-1955
139	Baldwin	54221	1921	
140	Baldwin	54222	1921	Sold to S.P. 2nd 1283 9-23-1952
141	Baldwin	54223	1921	
142	Baldwin	54322	1921	Sold to S.P. 2nd 1288 11-16-1953
143	Baldwin	54323	1921	Sold for scrap 11-18-1954
144	Baldwin	54324	1921	Sold to S.P. 2nd 1296 6-10-1952
145	Baldwin	54391	1921	
146	Baldwin	54392	1921	Sold to S.P. 2nd 1297 6-10-1952

Class S-14 0-6-0 57—20x26—155100—200—31020

147	Lima	6763	1924	Scr. 9-30-1953
837 148	Lima	6764	1924	Renumb. 2nd 837 11-3-53
				Sold for Scr. 3-31-54
149	Lima	6765	1924	Sold for scrap 8-18-1953
150	Lima	6766	1924	Sold for scrap 4-28-1952
838 151	Lima	6767	1924	Renumb. 2nd 838 11-2-53
				Sold for scr. 2-3-55
839 152	Lima	6768	1924	Renumb. 2nd 839 10-31-53. Retired 9-29-1955
153	Lima	6769	1924	Scr. 6-25-1947
840 154	Lima	6770	1924	Renumb. 2nd 840 10-30-53
841 155	Lima	6771	1924	Renumb. 2nd 841 10-31-53
				Sold for scr. 3-9-54
842 156	Lima	6772	1924	Renumb. 2nd 842 10-31-53
843 157	S. P. Shops Houston		1925	Renumb. 2nd 843 10-31-53
				Sold for scr. 6-30-54
158	S. P. Shops Houston		1926	Scr. 10-26-1951

844 159	S. P. Shops Houston	1925	Renumb. 2nd 844 10-30-53
845 160	S. P. Shops Houston	1926	Renumb. 2nd 845 11-2-53
846 161	S. P. Shops Houston	1926	Renumb. 2nd 846 10-30-53
847 162	S. P. Shops Houston	1926	Renumb. 2nd 847 9-22-53
			Sold for scr. 2-11-55
163	S. P. Shops Houston	1926	Sold for scrap 4-28-1952
848 164	S. P. Shops Houston	1926	Renumb. 2nd 848 10-29-53
165	S. P. Shops Houston	1926	Sold to S.P. 2nd 1295 6-10-1952
849 166	S. P. Shops Houston	1926	Renumb. 2nd 849 10-30-53

0-6-0 LOCOMOTIVES ACQUIRED FROM OTHER ROADS

Class S-18 0-6-0 50—18x24—103140—150—19830

14 SA&AP	97 P&LE	9108-217	P&LE Co. Pitts. 1900 Scr. 1933
15	98	9100-209-109	P&LE Co. Pitts. 1898 Sold 2-6-1937
16	99	9008-38	P&LE Co. Pitts. 1898 Scr. 1-7-1930

Class S-19 0-6-0 50—19x26—128640—180—28720

26 SA&AP	101 EP&SW	9-303 A&SE	9 Schen. 6053 1901 Scr. 5-8-1937
27	102	6-300	Schen. 29014 1903 Sold 1-1-1937
28	103	7-301	Schen. 29015 1903 Sold 4-2-1937
29	104	8-302	Schen. 29016 1903 Sold 12-18-1936

Class SE-3 0-8-0 57—25x30—232380—200—55920

850 175	S. P. Shops Houston	1930	Renumb. #850 10-23-50
851 176	S. P. Shops Houston	1930	Renumb. #851 10-11-50 Sold to S. P. #4511 10-26-53
852 177	S. P. Shops Houston	1930	Renumb. #852 9-27-50
853 178	S. P. Shops Houston	1930	Renumb. #853 1-31-51 Scr. 7-10-1953
854 179	S. P. Shops Houston	1930	Renumb. #854 2-24-51 Sold to S.P. #4512 10-26-53
855 180	S. P. Shops Houston	1930	Renumb. #855 10-15-50 Sold to S.P. #4509 7-22-52
856 181	S. P. Shops Houston	1930	Renumb. #856 9-29-50 Sold for scrap 10-15-1954
857 182	S. P. Shops Houston	1930	Renumb. #857 9-29-50
858 183	S. P. Shops Houston	1930	Renumb. #858 9-16-50
859 184	S. P. Shops Houston	1930	Renumb. #859 3-2-51 Sold for scrap 5-17-54
860 185	S. P. Shops Houston	1930	Renumb. #860 10-3-50 Sold to S.P. #4510 7-22-52
861 186	S. P. Shops Houston	1930	Renumb. #861 9-4-50

4-4-0 LOCOMOTIVES

Unclassified

4-4-0 Old Class CE 56—14x22—58000—37000—145—9627
 CA 56—14x22—58000—37000—120—7916
 BB 57—15x22—62250—37000—120—8650
 AA 57—15x24—65000—40000—130—10609
 JC 62—15x24—74500—47000—135—9998

100 T&NO 687 S&ET	2 Brooks	535 1881 CE	Sold to F.&A. Ry. 7-1903
101 GH&SA 678-8	McKay & Aldus	1872 CA	Rebtl. 1883. Scr. 10-1902
102 NYT&M 675-4	Hinkley	1310 1879 BB	Sold to Bowie Lbr. Co. 12-1905
103 T&NO 690-S&ET	5 Manchester	935 1881 AA	Sold to Hanson Lbr. Co. 3-5-1940
104 ML&T 564 T&NO	4 Baldwin	2991 1872 JC	Sold to C. E. Slade, Orange, Tex. 4-19-1905

105 No locomotive assigned this number

Note: Engine 104 was built for the Chester & Iron Mountain RR #1 "Edwin Harrison"

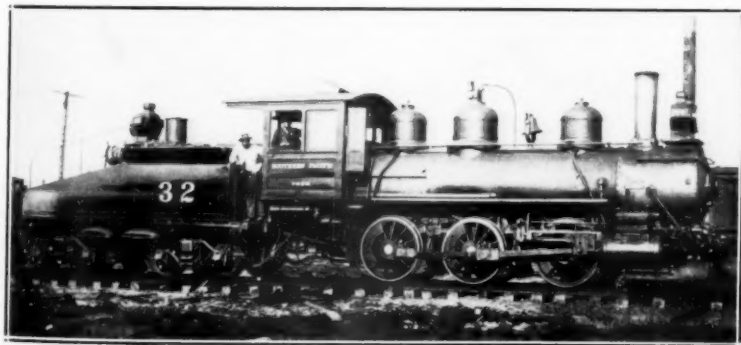
Class E-9, Old Class J 4-4-0

62—16x24—71400—130—10970
(A) 62—16x24—70200—43000—130—10950
(B) 62—16x24—72800—46000—135—11190
(C) 63—16x24—73100—46600—155—12808
(D) 62—16x24—72000—47000—135—11190

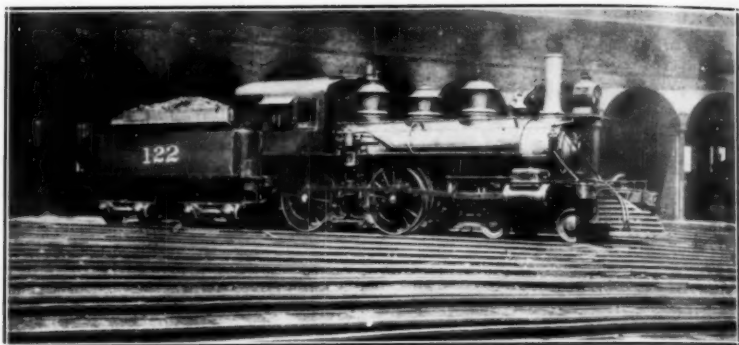
106	ML&T	517	ML&T	17	Baldwin	2863	1872	A	Sold to Atlantic Equip. Co. 2-9-1906
107	ML&T	518	ML&T	18	Baldwin	2862	1872	B	Sold to Godchaux Sugar Co. 8-28-1912
108	ML&T	521	ML&T	21	Baldwin	4406	1878	J	Retired 2-9-1906 Scr. 4-30-13
109	ML&T	522	ML&T	22	Baldwin	4415	1878	J	Retired 2-9-1906 Scr. 6-11-13
110	ML&T	523	ML&T	23	Baldwin	4812	1879	J	Retired 2-9-1906 Scr. 6-11-13
111	ML&T	524	ML&T	24	Baldwin	4808	1879	E-9	Scr. 6-15-1913
112	ML&T	525	ML&T	25	Baldwin	4814	1879	E-9	Scr. 6-9-1913
113	ML&T	532	ML&T	32	Baldwin	5387	1880	E-9	Scr. 6-16-1913
114	ML&T	533	ML&T	33	Baldwin	5388	1880	E-9	Scr. 6-5-1913
115	ML&T	534	ML&T	34	Baldwin	5390	1880	E-9	
116	ML&T	535	ML&T	35	Baldwin	5396	1880	E-9	Sold to Gilbert, Stark & Brown Lbr. Co. 3-13-12
117	ML&T	536	ML&T	36	Baldwin	5395	1880	E-9	Sold to F. & A. Ry. 2-15-12 Scr. 1925
118	ML&T	538	ML&T	38	Baldwin	5910	1881	J	Sold to Himalaya Pk. 'ng Co. 11-9-1910
119	ML&T	539	ML&T	39	Baldwin	5911	1881	J	Retired 2-9-1906 Scr. 6-13-13
120	ML&T	540	ML&T	40	Baldwin	5941	1881	E-9	Sold to Baldwin Lbr. Co. 6-15-1914
121	ML&T	541	ML&T	41	Baldwin	6094	1882	J	Sold to F. & A. Ry. 7-6-1906
122	ML&T	542	ML&T	42	Baldwin	6098	1882	E-9	Sold to Billeaud Sugar Co. 9-27-1914
123	ML&T	543	ML&T	43	Baldwin	6416	1882	E-9	Sold to Lafayette Sugar Co. 9-11-1914
124	ML&T	544	ML&T	44	Baldwin	6423	1882	E-9	Sold to Meeker Sugar Co. 9-23-14 Scr. 1952
125	ML&T	545	ML&T	45	Baldwin	7041	1883	J	Sold to Weir Lbr. Co., Orange, Tex. 7-1-09
126	ML&T	546	ML&T	46	Baldwin	7043	1883	J	Retired 1908 Scr. 6-23-13
127	ML&T	547	ML&T	47	Baldwin	7486	1883	E-9	Scr. 5-31-1912
128	ML&T	548	LW	8	Baldwin	5109	1880	J	Retired 1906 Scr. 4-30-13
129	ML&T	549	LW	7	Baldwin	4945	1880	E-9	Scr. 6-24-1913
130	ML&T	551	LW	1	Baldwin	4554	1879	J	Retired 1906 Scr. 4-30-13
131	ML&T	552	LW	2	Baldwin	4610	1879	E-9	Scr. 4-30-1912
132	ML&T	553	LW	3	Baldwin	4619	1879	J	Sold to Industrial Lbr. Co. 5-1906
133	ML&T	554	LW	4	Baldwin	5108	1880	J	Sold to Luther & Moore Co. 3-17-05
134	ML&T	555	LW	5	Baldwin	5099	1880	J	Sold to Industrial Lbr. Co. 3-9-1909
135	ML&T	556	LW	6	Baldwin	5020	1880	J	Sold to Industrial Lbr. Co. 3-9-1909
136	LW	645	GH&SA	14	Cooke	991	1874	C	Old Class DM Destroyed in wreck 6-7-1904
137	T&NO	557	T&NO	1	Baldwin	3657	1874	D	Retired in 1909. Was rebuilt 5/1899
138	T&NO	558	T&NO	13	Baldwin	5432	1880	D	Sold to Luther & Moore Co. 9-1905
139	T&NO	559	T&NO	14	Baldwin	5463	1881	D	Sold to F. B. Williams 7-1906
140	T&NO	560	T&NO	15	Baldwin	5427	1880	D	Scr. 6-5-1913 (E-9)
141	T&NO	561	T&NO	12	Baldwin	5321	1880	D	Sold to Seco Pressed Brick Co. 5-9-12
142	T&NO	563	T&NO	3	Baldwin	3958	1876	D	Scr. 12-20-1915 (E-9)
143	T&NO	565	T&NO	5	Baldwin	4543	1878	D	Scr. 5-15-1916 (E-9)
144	T&NO	566	T&NO	6	Baldwin	4549	1878	D	Scr. 6-21-1913 (E-9)
145	T&NO	568	T&NO	8	Baldwin	5210	1880	D	Scr. 6-23-1913 (E-9)
146	T&NO	569	T&NO	9	Baldwin	5211	1880	D	Sold to M. L. Lumber Co. 9-1909
147	T&NO	567	T. Tr.	1	Rhode Is.	1464	1884	D	Scr. 7-31-1913 (E-9)



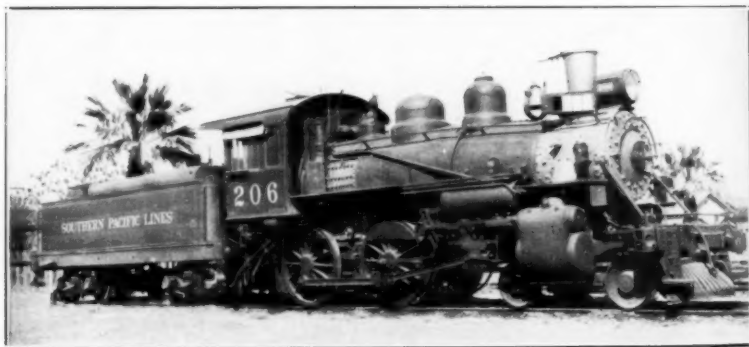
S. P. Steam Motor 21, San Bernardino, Calif., About 1901. Baldwin, 1882.
Originally built for Los Angeles County Ry.



S. P. 32. S-2. Schenectady, 1892. Ex. 747-704.



S. P. 122, Algiers, La., 1913. Old Class "J". Baldwin, 1882. Ex M. L. & T. 42-542.



S. P. 2nd 206, Lafayette, La., 1938. E-39. Baldwin, 1924. Ex S. A. & A. P. 71.

Class E-10 4-4-0 56—16x24—72800—45000—145—13523

148	T&NO 646 GH&SA 11	Manchester	653	1874	Scr.	11-30-1913
149	T&NO 691 GH&SA 13	Manchester	654	1874	Scr.	8-31-1909

Class E-8 4-4-0 63—16x24—67750—44000—135—11190

150	T&NO 688 S&ET 3	Dickson	232	1881	Scr.	6-15-1916
151	T&NO 689 S&ET 4	Dickson	233	1881	Sold to Phillips-Ryan Lbr. Co.	8-22-1916

Unclassified 4-4-0 Old Class EB 62—16x24—62000—47000—130—10970
J 63—16x24—72000—47000—130—10970
B 56—16x24—73000—45000—145—13781

152	T&NO 686	S&ET 1	Pittsburg	362	1880	EB	Scr. 10-23-1902
153	GH&SA 575	NYT&M 5	Baldwin	6320	1882	J	Sold to Miller-Link Lbr. Co. 11-7-1906
154	GH&SA 576	NYT&M 6	Baldwin	6319	1882	J	Sold to Imperial Valley RR 3-10-10
155	GH&SA 676	GH&SA 16	Hinkley		1877	B	Sold to T. V. & N. Ry. 11-1906
156	GH&SA 681	GH&SA 21	Hinkley		1877	B	Scr. 4-30-1912
157	GH&SA 685	GH&SA 18	Hinkley		1877	B	Sold to J. L. Campbell Lbr. Co. 8-1903
158	GH&SA 680	GH&SA 30	Hinkley		1877	B	Sold to Choctaw Lbr. Co. 4-1907
159	GH&SA 682	GH&SA 32	Hinkley		1877	B	Sold to Livingston & S. E. 3-27-06
160	GH&SA 572	GWT&P 6 ML&T 20	Baldwin	2920	1872	J	Sold to L. C. & N. Ry. #1--1908
161	GH&SA 573	GWT&P 7 ML&T 19	Baldwin	2917	1872	J	Renumb. 2nd 152 1913 Scr. 7-31-13
162	GH&SA 574	GWT&P 5	Baldwin	2630	1871	J	Renumb. 2nd 153 1913 Scr. 7-31-13

Class E-15 4-4-0 63—17x24—88000—54000—150—14040

168	GS 1 SA&G 1	Pittsburg	1526	1894	Acq.	1905 Renumb. 2nd 202 11-16-23
169	GS 2 SA&G 2	Pittsburg	1527	1894	Acq.	1905 Renumb. 2nd 203 11-10-23

Class E-13 4-4-0 63—17x24—77100—50000—135—12360

170	ML&T 625 GH&SA 125	Schen.	1619	1882	Scr.	10-28-1915
171	ML&T 626 GH&SA 126	Schen.	1620	1882	Scr.	7-29-1921
172	ML&T 632 GH&SA 132	Schen.	1698	1882	Retired	3-26-1918
173	ML&T 640 GH&SA 140	Schen.	1614	1882	Scr.	7-30-1913
174	ML&T 642 GH&SA 82	Schen.	1497	1882	Scr.	4-28-1916

Class E-12 4-4-0 63—17x24—78000—48000—135—12360

175	LW 668 GH&SA 68	Rogers	2837	1881	Scr.	6-22-1923
176	LW 669 GH&SA 69	Rogers	2838	1881	Scr.	3-24-1923
177	LW 670 GH&SA 70	Rogers	2839	1881	Scr.	5-31-1922
178	LW 671 GH&SA 71	Rogers	2840	1881	Sold to Home Place Planting Co.	5-29-1923
180	T&NO 667 GH&SA 67	Rogers	2836	1881	Scr.	7-31-1913

Class E-14 4-4-0 63—17x24—98450—63000—165—15440

179	LW 672 GH&SA 60	Rogers	2817	1881	Scr.	11-30-1921
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Old Class A 4-4-0 57—17x24—77600—48000—130—13116

181	T&NO 659 GH&SA 54	Manchester	900	1881	Destroyed in wreck at Berclair 6-17-40
182	T&NO 660 GH&SA 59	Manchester	924	1881	Scr. 4-30-1912
183	T&NO 692 GH&SA 52	Manchester	899	1881	Sold to B. Co. Ltd., Mobile, Ala. 1-26-47
184	T&NO 693 GH&SA 53	Manchester	901	1881	Wrecked 6-9-05; scrapped 9-23-1905
185	T&NO 694 GH&SA 54	Manchester	782	1879	Sold to St. Louis Tract. Co. 10-5-1905
186	T&NO 695 GH&SA 44	Manchester	835	1880	Sold to H. & B. V. Ry. 2-19-1906
187	T&NO 696 GH&SA 36	Manchester	783	1879	Scr. 3-26-1913
188	T&NO 697 GH&SA 46	Manchester	838	1880	Scr. 4-30-1912
189	T&NO 698 GH&SA 58	Manchester	905	1881	Sold to B. F. & C. #3-Ret'd as 2nd 173
190	T&NO 699 GH&SA 48	Manchester	897	1881	Scr. 3-26-1913

Class E-13 4-4-0 63—17x24—77100—50000—130—12630

191	GH&SA 622-122	Schen.	1616	1882	Sold to B. S. L. & W. Ry. 8-4-1905
192	GH&SA 623-123	Schen.	1617	1882	Scr. 9-30-1920
193	GH&SA 624-124	Schen.	1618	1882	Scr. 3-20-1923
194	GH&SA 627-127	Schen.	1621	1882	Scr. 9-16-1915
195	GH&SA 628-128	Schen.	1622	1882	Scr. 11-30-1915
196	GH&SA 629-129	Schen.	1623	1882	Scr. 10-31-1916
197	GH&SA 630-130	Schen.	1624	1882	Scr. 8-6-1921
198	GH&SA 631-131	Schen.	1625	1882	Scr. 10-30-1913
199	GH&SA 633-133	Schen.	1627	1882	Scr. 10-31-1921
200	GH&SA 634-134	Schen.	1628	1882	Scr. 3-26-1913
201	GH&SA 635-135	Schen.	1629	1882	Scr. 10-30-1915
202	GH&SA 636-84	Schen.	1499	1882	Scr. 7-28-1916
203	GH&SA 637-117	Schen.	1611	1882	Scr. 11-19-1915
204	GH&SA 638-118	Schen.	1612	1882	Sold to B. & B. Ry. 8-13-1919
205	GH&SA 639-119	Schen.	1613	1882	Scr. 6-30-1916
206	GH&SA 641-121	Schen.	1615	1882	Scr. 11-27-1924
207	GH&SA 643-83	Schen.	1498	1882	Scr. 11-30-1915

**Class E-12 and E-14 4-4-0 E-12 63—17x24—78000—48000—130—12630
E-14 63—17x24—94850—63000—170—15440**

208	GH&SA 661-61	Rogers	2818	1881	Rebtl. 1894 E-14 Renumb. 2nd 204 5-25 Scr. 1928
209	GH&SA 662-62	Rogers	2819	1881	Rebtl. 1896 E-14 Scr. 11-30-1921
210	GH&SA 663-63	Rogers	2820	1881	E-12 Scr. 10-31-1921
211	GH&SA 664-64	Rogers	2821	1881	Rebtl. 1897 E-14 Scr. 12-30-1921
212	GH&SA 665-65	Rogers	2823	1881	Rebtl. 1897 E-14 Burned in Beaumont R. H. fire 10-8-08; scr. 8-1909
213	GH&SA 666-66	Rogers	2835	1881	Rebtl. 1897 E-14 Renumb. 2nd 191 1921 Sold to Erath Sugar Co. 5-12-1937

Class E-18 4-4-0 67—18x24—95000—58000—145—14300

220	ML&T 705	Baldwin	8895	1887	Scr. 9-24-1924
221	ML&T 706	Baldwin	8899	1887	Scr. 3-31-1923
222	ML&T 707	Baldwin	8896	1887	Scr. 10-27-1924
223	ML&T 708	Baldwin	8901	1887	Scr. 5-23-1925
224	ML&T 709	Baldwin	8902	1887	Scr. 12-30-1915

Class E-20 4-4-0 63—18x24—104400—66000—145—15740

225	LW 721	Schen.	3252	1890	Sold for scrap 1-30-1937
226	LW 722	Schen.	3253	1890	Sold for scrap 2-14-1937
227	LW 723	Schen.	3254	1890	Sold for scrap 1-1-1937
228	LW 724	Schen.	3255	1890	Sold for scrap 1-9-1937
229	LW 725	Schen.	3256	1890	Sold for scrap 1-30-1937
230	LW 726	Schen.	3257	1890	Scr. 1-16-1930

231	GH&SA 748	Schen.	3837	1892	Scr. 1-16-1931
232	GH&SA 749	Schen.	3838	1892	Scr. 8-27-1929
233	GH&SA 750	Schen.	3839	1892	Scr. 10-31-1928
234	GH&SA 751	Schen.	3840	1892	Scr. 3-18-1931
235	GH&SA 752	Schen.	3841	1892	Scr. 2-2-1930
236	GH&SA 753	Schen.	3842	1892	Scr. 11-4-1926

Class E-19 4-4-0 63—18x24—94000—60000—150—15740

237	GH&N 3	GLP&H 3	Rogers	4487	1891	Scr. 9-30-1922
238	GH&N 4	GLP&H 4	Rogers	4488	1891	Scr. 9-30-1922

Class E-17 4-4-0 69—19x24—100000—66000—150—14370

239	GH&N 5	Baldwin	15058	1896	Scr. 2-15-1937
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Class E-21 4-4-0 62—18x26—99000—62000—160—18480

212	240	UP 612	Schen.	2774	1889	Renumb. 2nd 212 9/1913 Sold for scrap 2-18-1937
210	241	UP 613	Schen.	2775	1889	Sold to L. C. & N. #60 3-1911 Returned 5/6-25 Scr. 7-14-30
213	242	UP 615	Schen.	2777	1889	Renumb. 2nd 213 9/1913 Sold for scrap 2-16-1937
214	243	UP 638	Rhode Is.	2156	1889	Renumb. 214 9/1913 Scr. 3-15-1929
215	244	UP 688	New York	403	1888	Renumb. 215 9/1913 Sold for scrap 2-15-1937
211	245	UP 720	Brooks	1119	1886	Sold to L. C. & N. #61 3-1911 Returned 5-12-24 Sold 11-2-26
216	246	UP 737	Baldwin	8395	1887	Renumb. 216 9/1913 Sold to Erath Sugar Co. 12-4-29 Note A
217	247	UP 783	Brooks	1382	1888	Renumb. 217 9/1913 Scr. 5-10-1929
218	248	UP 793	Rhode Is.	1968	1888	Renumb. 218 9/1913 Scr. 1-18-1930
219	249	UP 794	Rhode Is.	1969	1888	Renumb. 219 9/1913 Scr. 1928

Class E-22 4-4-0 69—19x24—119750—76000—180—19210

250	LW 850	Schen.	4264	1895	Scr. 12-1939
251	LW 851	Schen.	4265	1895	Scr. 12-19-1936
252	LW 852	Schen.	4266	1895	Scr. 12-1939
253	T&NO 853	Schen.	4267	1895	Scr. 11-28-1936
254	T&NO 854	Schen.	4268	1895	Scr. 4-20-1937
255	T&NO 855	Schen.	4269	1895	Scr. 11-28-1936
256	GH&SA 856	Schen.	4940	1899	Scr. 7-23-1937
257	GH&SA 857	Schen.	4941	1899	Scr. 4-30-1937
258	GH&SA 858	Schen.	4942	1899	Scr. 11-17-1936

**Class E-23 4-4-0 73—20x24—(A) 139330—93000—190—21240
136210—90000—190—21240**

261	GH&SA 925	Cooke	2587	1900	(A) Retired 4-30-1941
262	GH&SA 926	Cooke	2588	1900	(A) Scr. 7-7-1950
263	GH&SA 927	Cooke	2589	1900	(A) Scr. 10-17-1951
264	GH&SA 928	Cooke	2590	1900	(A) Scr. 1-20-1947
265	SP 1455 SP 1115	Cooke	2583	1900	(A) Scr. 10-30-1948
266	SP 1437	Schen.	4804	1898	Scr. 7-7-1950
267	SP 1441 SP 1101	Cooke	2488	1899	Scr. 7-13-1950
268	SP 1444 SP 1104	Cooke	2491	1899	Sold for scrap 1-16-1953
269	SP 1440 SP 1100	Cooke	2487	1899	Scr. 7-13-1950
270	SP 1435	Schen.	4802	1898	Sold for scrap 4-28-1952
271	SP 1436	Schen.	4803	1898	Retired 4-30-41. Boiler to chassis og #459
272	SP 1442 SP 1102	Cooke	2489	1899	Scr. 10-12-1951

Note: Class E-23 Locomotives 1434, 1458, 1451, 1443, 1449, 1439, 1453 and 1457 were transferred from the Pacific to the Atlantic System in 1902 and were temporarily assigned the numbers 273 to 280 inclusive. Upon transfer of the 4-4-2 Locomotives 3010 to 3015, the above 4-4-0 locomotives had their Pacific System road numbers restored, but continued to operate on the Atlantic System. All were returned by 1912.

Class E-11 4-4-0 63—16x24—80000—53000—135—11600

4-4-0 Locomotives acquired 1913 or later, from other roads

2nd 157	H&TC 73	H&TC 2nd 3	Baldwin	7679	1885	Scr. 6-15-1916
2nd 158	H&TC 74	H&TC 2nd 4	Baldwin	7680	1885	Scr. 6-15-1914
2nd 159	H&TC 75	H&TC 2nd 5	Baldwin	7683	1885	Sold 10-15-1913
2nd 160	H&TC 76		Baldwin	7689	1885	Scr. 11-10-1915
2nd 161	H&TC 77		Baldwin	7692	1885	Scr. 9-24-1915
2nd 162	H&TC 78		Baldwin	7701	1885	Scr. 7-28-1916
163	H&TC 79		Baldwin	7700	1885	Scr. 1-17-1915
164	H&TC 80		Baldwin	7702	1885	Sold to Good Roads Co. 2-22-1915
165	H&TC 80	H&TC 2nd 10	Baldwin	7685	1885	Scr. 3-26-1913
166	H&TC 81	H&TC 2nd 11	Baldwin	7686	1885	Scr. 5-23-1913
167	H&TC 83	CT&NW 201	Baldwin	9821	1889	Scr. 6-30-1916

Class E-10 4-4-0 57—16x24—75000—50000—135—12370

2nd 164	H&BV 1	Cooke	2222	1892	Acq. 6-2-15	Scr. 1-21-1922
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Class E- Old Class A 4-4-0 57—17x24—77600—48000—130—13116

2nd 173	BFB&C 3	GH&SA 189-698-58	Manchester	905	1879	Acq. 1915 Scr. 6-30-1916
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Class E-37 4-4-0 62—16x24—84960—53000—135—11370

2nd 193	SA&AP 40-71	New York	610	1891	Scr. 1928
2nd 194	SA&AP 41-72	New York	611	1891	Renumb. 2nd 237 - 1928 Scr. 10-10-29
2nd 195	SA&AP 42-45-76	New York	691	1891	Scr. 8-30-1928
2nd 196	SA&AP 43-74	New York	613	1891	Scr. 11-24-1928
2nd 197	SA&AP 44-75	New York	690	1891	Scr. 10-26-1928

Class E-38 4-4-0 62—16x24—90670—57000—160—13480 New boilers in 1912

2nd 198	SA&AP 38-69	New York	608	1891	Renumb. 4th 203 - 1929 Scr. 1-30-37
2nd 199	SA&AP 39-70	New York	609	1891	Renumb. 3rd 204 - 1929 Scr. 2-15-30

Class E-16 4-4-0 63—17x24—110660—69000—160—14970

2nd 200	HE&WT 154-8	LS&MS 94	Brooks	2256	1893	Scr. 1-20-1930
2nd 201	HE&WT 155-9	LS&MS 598	Brooks	2259	1893	Scr. 1928

Class E-15 4-4-0 63—17x24—88000—54000—150—14040

2nd 202	GH&SA 168	GS 1 SA&G 1	Pitts.	1526	1894	Sold to Billeaud Sugar Co. #201 10-11-23
2nd 203	GH&SA 169	GS 2 SA&G 2	Pitts.	1527	1894	Scr. 2-4-1927

Class E-43 4-4-0 62—17x24—86500—55000—160—15200

3rd 203	TM 109	Schen.	4206	1894	Acq. 1928	Scrapped 6-12-1928
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Class E-39 4-4-0 62—17x24—102300—64000—180—17120

2nd 205	SA&AP 70	Baldwin	58084	1924	Scr. 3-26-1947
2nd 206	SA&AP 71	Baldwin	58085	1924	Scr. 3-7-1947
2nd 207	SA&AP 72	Baldwin	58086	1924	Scr. 3-26-1947
2nd 208	SA&AP 73	Baldwin	58087	1924	Scr. 4-4-1947
2nd 209	SA&AP 74	Baldwin	58096	1924	Scr. 3-18-1947

Class E-40 4-4-0 62—18x24—112900—73000—180—19190

2nd 220	SA&AP 60	Baldwin	55390	1922	Renumb. 3rd 260 8-31-50 Sold 9-14-54 Note A:
2nd 221	SA&AP 61	Baldwin	55391	1922	Renumb. 2nd 261 8-29-50 Scr. 1-26-1954
2nd 222	SA&AP 62	Baldwin	55392	1922	Scr. 12-13-1947
2nd 223	SA&AP 63	Baldwin	55393	1922	Scr. 9-27-1947

Note A: Engine 260 was sold to Paulsen Spence for the Louisiana Eastern R. R. 2nd #

Class E-41 4-4-0 63—15x24—89000—55000—180—13140

2nd 224 SP 2nd 192 DGC 104 Baldwin 55120 1921 Scrapped 3-24-1947

Class E-22 4-4-0 69—19x24—120950—79000—180—19210

2nd 240 H&TC 401-133 Schen. 4346 1895 Scr. 12-11-1936
 2nd 241 H&TC 402-134 Schen. 4347 1895 Scr. 11-23-1936
 2nd 242 H&TC 403-135 Schen. 4348 1895 Scr. 11-17-1936
 2nd 243 H&TC 404-136 Schen. 4349 1895 Scr. 11-20-1936
 2nd 244 H&TC 405-137 Schen. 4350 1895 Scr. 7-18-1937
 2nd 245 H&TC 406-138 Schen. 4351 1895 Scr. 9-16-1938
 2nd 246 H&TC 407-139 Schen. 4352 1895 Scr. 7-26-1937
 2nd 247 H&TC 408-140 Schen. 4353 1895 Scr. 4-1-1939
 2nd 248 H&TC 409-141 Schen. 4354 1895 Scr. 4-1-1939
 2nd 249 H&TC 410-142 Schen. 5260 1899 Scr. 12-8-1936

Class E-42 4-4-0 69—19x24—122000—78000—180—19210

2nd 259 TM 98 Schen. 4597 1897 Acq. 1928 Scr. 12-11-1936
 2nd 260 TM 99 Schen. 4598 1897 Acq. 1928 Scr. 12-6-1936

Class A-1 4-4-2 Orig. Vauclain Comp. 84—15x24x28—192250—110000—200—20420
273-277 rebilt. Simp. 73—20x28—224400—125000—200—26080
278 rebilt. Simp. 77—20x28—225770—125000—200—24730

273 SP 3010 Baldwin 20844 1902 Reblt. 4-1925 Scr. 5-31-1947
 274 SP 3011 Baldwin 20852 1902 Reblt. 6-1925 Scr. 1-10-1947
 275 SP 3012 Baldwin 20853 1902 Reblt. 2-1925 Scr. 9-11-1946
 276 SP 3013 Baldwin 20854 1902 Reblt. 5-1925 Scr. 3-13-1947
 277 SP 3014 Baldwin 20855 1902 Reblt. 3-1925 Scr. 12-24-1946
 278 SP 3015 Baldwin 20936 1902 Reblt. 4-1915 Retired 4-30-1941
 Note: No. 278 blew up at Fauna, Tex. 7-18-13. Reblt. Houston 4-29-1915

Class A-2 4-4-2 79—15x25x28—202500—104000—200—21710
Vauc. Comp. Vanderbilt boilers

#288 simplified; 79—20x28—200030—102000—200—24100.
#286 weighed 200030—102000

285 Baldwin 22228 1903 Scr. 3-21-1921
 286 Baldwin 22244 1903 Scr. 9-30-1921
 287 Baldwin 22282 1903 Scr. 3-31-1921
 288 Baldwin 22330 1903 Scr. 9-30-1921

Class A-3 4-4-2 81—20x28—196000—105000—200—23510 as blt.
All were rebilt. to 77—20x28—199560—107000—200—24730

289 Schen. 30018 1904 Sold for scrap 3-25-1937
 290 Schen. 30019 1904 Sold for scrap 3-25-1937
 291 Schen. 30020 1904 Sold for scrap 3-25-1937
 292 C&A 554 Baldwin 24106 1904 Acq. 1905. Sold for scrap 3-25-1937

4-6-0 LOCOMOTIVES

Class T-14 4-6-0 63—18x24—104600—80000—145—15210

300 H&TC 223 SP 2015-1563 CP 198 Schen. 990 1875 Scr. 2-21-1922

Class T-24 4-6-0 57—19x24—123000—96000—160—20670
(333 and 334 weighed 135000—102000)

(A) 55—19x24—121500—95000—160—21420

301 H&TC 301-101 Cooke 2120 1891 Scr. 4-17-1930
 302 H&TC 302-102 Cooke 2121 1891 (A) Scr. 12-30-1921

303	H&TC	303-103	Cooke	2122	1891	(A)	Scr. 12-8-1936
304	H&TC	304-104	Cooke	2123	1891		Scr. 9-30-1933
305	H&TC	305-105	Cooke	2124	1891		Scr. 2-19-1933
306	H&TC	306-106	Cooke	2125	1891	(A)	Scr. 12-8-1936
307	H&TC	307-107	Cooke	2126	1891		Scr. 1-1940
308	H&TC	308-108	Cooke	2127	1891		Scr. 1-23-1937
309	H&TC	309-109	Cooke	2128	1891		Scr. 5-16-1931
310	H&TC	310-110	Cooke	2129	1891	(A)	Scr. 12-6-1936
311	H&TC	311-111	Cooke	2194	1892		Sold to P. I. & R. G. V. #5 2-23-1929
312	H&TC	312-112	Cooke	2195	1892		Scr. 9-4-1929
313	H&TC	313-113	Cooke	2196	1892		Sold to Edins Birch Lbr. Co. 4-18-1926
314	H&TC	314-113	Cooke	2197	1892		Sold to Vermilion Sugar Co. #1 7-2-40
315	H&TC	315-115	Cooke	2198	1892		Sold to P. I. & R. G. V. #7 3-24-34
316	H&TC	316-116	Cooke	2199	1892		Scr. 3-16-1929
317	H&TC	317-117	Cooke	2200	1892	(A)	Scr. 12-30-1922
318	H&TC	318-118	Cooke	2201	1892		Scr. 2-20-1931
319	H&TC	319-119	Cooke	2202	1892		Sold to Vermilion Sugar Co. #2 7-2-40
320	H&TC	320-120	Cooke	2203	1892		Scr. 1-30-1926
321	H&TC	321-121	Cooke	2204	1892		Scr. 1-29-1923
322	H&TC	322-122	Cooke	2205	1892		Scr. 5-18-1929
323	H&TC	323-123	Cooke	2206	1892		Scr. 2-25-1947
324	H&TC	324-124	Cooke	2207	1892		Sold to F&A Ry. #102-1916 Note A
325	H&TC	325-125	Cooke	2208	1892		Scr. 1-23-1937
326	H&TC	326-126	Cooke	2209	1892		Scr. 5-19-1931
327	H&TC	327-127	Cooke	2210	1892		Scr. 1-16-1937
328	H&TC	328-128	Cooke	2211	1892	(A)	Scr. 9-11-1928
329	H&TC	329-129	Cooke	2212	1892		Sold to H. & B. V. #107 7-25-1917
330	H&TC	330-130	Cooke	2213	1892	(A)	Sold to H. & B. V. #106 6-28-1916
331	H&TC	331-131	Cooke	2214	1892		Scr. 3-12-1927
332	H&TC	332-132	Cooke	2215	1892		Scr. 12-11-1936
333	H&TC	333-99	Cooke	2502	1900		Scr. 2-28-1947
334	H&TC	334-100	Cooke	2503	1900		Scr. 12-6-1936

Note A; Engine 324 was returned from the F. & A. Ry. 3-7-25 as SP 324. Scr. 10-1-35

Class T-23 4-6-0 57—18x24—125700—94000—170—1710

335	HE&WT	20	Baldwin	15513	1897	Scr. 10-22-1928
336	HE&WT	21	Baldwin	15514	1897	Scr. 5-1929
337	HE&WT	22	Baldwin	15515	1897	Scr. 9-30-1928
338	HE&WT	23	Baldwin	15516	1897	Scr. 11-24-1928
339	HE&WT	24	Baldwin	15517	1897	Scr. 4-17-1931
340	HE&WT	25	Baldwin	15518	1897	Scr. 12-29-1928
341	HE&WT	26	Baldwin	15519	1897	Sold to Trinity Gravel Co. 1-28-1927
342	HE&WT	27	Baldwin	16196	1898	Sold to Uvalde & Northern Ry. 11-5-28
343	HE&WT	28	Baldwin	16197	1898	Scr. 9-7-1929
344	HE&WT	29	Baldwin	16198	1898	Scr. 9-7-1929
345	HE&WT	30	Baldwin	16217	1898	Scr. 4-1929
346	HE&WT	31	Baldwin	16218	1898	Scr. 12-28-1927

Class T-17 4-6-0 57—18x24—89800—65000—160—17300

347	H&TC	201-81	Cooke	1692	1887	Scr. 11-15-1920
348	H&TC	202-82	Cooke	1693	1887	Scr. 5-16-1912
349	H&TC	203-83	Cooke	1694	1887	Scr. 1-27-1916
350	H&TC	204-84	Cooke	1695	1887	Scr. 5-26-1912
351	H&TC	205-85	Cooke	1696	1887	Sold to Grant Loco. Works 5-30-13
352	H&TC	206-86	Cooke	1697	1887	Scr. 7-1912
353	H&TC	207-87	Cooke	1786	1887	Scr. 5-1-1916
354	H&TC	208-88	Cooke	1787	1887	Sold to Grant Loco. Works 5-30-13. Sold by them to F. & N. Ry. "Nellie Bly." Scrapped 3-1920

Odd Class 4-6-0 57—18x24—100300—76000—165—17970

355	H&TC 209	W&NW 5	Schen.	4182	1893	Sold 4-8-1913
356	H&TC 210	W&NW 6	Schen.	4183	1893	Sold to Grant Loco. Wks. 5-30-1913

Class T-18 4-6-0 57—18x24—96000—74000—165—17970
(A) 57—18x24—86000—62000—155—16230

357	H&TC 221	SP 2016-1595-210	Schen.	1011	1876	Scr. 9-30-1916
358	H&TC 222	SP 2008-1577 CP 212	Cooke	1028	1876	Scr. 6-1913
359	H&TC 224	SP 2107-1663-185 SPNM 26	Rogers	2856	1881	(A) Scr. 7-7-1912

Class T-19 4-6-0 57—18x24—108500—83000—150—17390
(A) 55—18x24—108000—83000—150—18030

360	H&TC 211-73	Cooke 1977	1889	Renumb. 2nd	346 - 1925	Scr. 8-15-30
361	H&TC 212-75	Cooke 1978	1889	Renumb. 3rd	347 - 1925	Scr. 3-12-1930
362	H&TC 213-93	Cooke 1979	1889	Scr. 3-13-1917		
363	H&TC 214-94	Cooke 1980	1889	Sold to W. L. Morgan,	Shreveport 3-1-24	
364	H&TC 215-95	Cooke 1981	1889	(A) Scr. 4-10-1925		
365	H&TC 216-96	Cooke 1982	1889	(A) Sold to W. L. Morgan	3-1-24	
366	H&TC 217-97	Cooke 1983	1889	(A) Renumb. 3rd	348 - 1925	Scr. 11-24-36
367	H&TC 218-98	Cooke 1984	1889	(A) Scr. 3-31-1917		
368	H&TC 219-99	Cooke 1985	1889	(A) Renumb. 3rd	349 - 1925	Scr. 12-19-36
369	H&TC 220-100	Cooke 1986	1889	(A) Scr. 7-31-1913		

Class T-15 4-6-0 55—18x24—88800—67000—150—15940

370	HE&WT 32	GH&SA 600-100	Schen.	1527	1882	Scr. 6-1915
371	HE&WT 33	GH&SA 618-138	Schen.	1644	1882	Scr. 11-12-1912
372	HE&WT 34	GH&SA 607-107	Schen.	1534	1882	Scr. 11-26-1915

Class T-30 4-6-0 57—18x24—108600—83000—140—15070

373	BFB&C 4	NYC 2194-2097 WS 144	Rogers	3923	1887	Acq. 1914 Scr. 12-30-1916
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Classes T-15 and T-21 4-6-0

T-15 56—18x24—84500—67000—135—15930 Orig. Cond.
T-21 56—18x24—111000—84000—165—19470 Reblt.

The 1923 renumbering of certain engines is shown in the left-hand column.

600	GH&SA 600-100	Schen.	1527	1882	T-15	Sold to HE&WT #32-1902 See 370
601	GH&SA 601-101	Schen.	1528	1882	T-15	Scr. 10-30-1915
602	GH&SA 602-102	Schen.	1529	1882	T-15	Scr. 10-31-1916
603	GH&SA 603-103	Schen.	1530	1882	T-15	Scr. 12-28-1916
604	GH&SA 604-104	Schen.	1531	1882	T-15	Scr. 2-23-1916
605	GH&SA 605-105	Schen.	1532	1882	T-15	Scr. 1-31-1917
606	GH&SA 606-106	Schen.	1533	1882	T-15	Sold to LC&N #50-1908 Scr. 10-31-16
607	GH&SA 607-107	Schen.	1534	1882	T-15	Sold to LC&N #61-1908 Note A
608	GH&SA 608-108	Schen.	1539	1882	T-21 Reblt. 1897	Scr. 1-21-1922
609	GH&SA 609-109	Schen.	1540	1882	T-15	Sold to Grant Loco. Wks. 4-19-18
610	GH&SA 610-110	Schen.	1541	1882	T-21 Reblt. 1897	Scr. 5-31-1922
611	GH&SA 611-111	Schen.	1542	1882	T-15	Scr. 3-31-1916
347 612	GH&SA 612-112	Schen.	1580	1882	T-21 Reblt. 1910	Scr. 3-21-1926
613	GH&SA 613-113	Schen.	1581	1882	T-21 Reblt. 1910	Scr. 10-14-1922
348 614	GH&SA 614-114	Schen.	1582	1882	T-21 Reblt. 1908	Scr. 5-14-1926

349	615	GH&SA 615-115	Schen.	1583	1882	T-21	Reblt. 1904	Scr. 4-24-1926
	616	GH&SA 616-136	Schen.	1642	1882	T-15		Scr. 5-31-1916
350	617	GH&SA 617-137	Schen.	1643	1882	T-21	Reblt. 1908	Sold to East Tex. & Gulf
	618	GH&SA 618-138	Schen.	1644	1882	T-15		Sold to HE&WT #33-1902 11-20-24 See 371
	619	GH&SA 619-139	Schen.	1645	1882	T-15		Scr. 2-27-1915
	620	GH&SA 620-78	Schen.	1509	1882	T-21	Reblt. 1909	Sold to Uvalde & Nor. #1 7-8-21
	621	GH&SA 621-79	Schen.	1510	1882	T-15		Scr. 2-21-1917
351	622	GH&SA 580-80	Schen.	1511	1882	T-21	Reblt. 1899	Scr. 9-30-1923
	623	GH&SA 581-75	Schen.	1506	1882	T-21	Reblt. 1898	Scr. 11-25-1922
	624	GH&SA 582-76	Schen.	1507	1882	T-15		Scr. 10-16-1916
352	625	GH&SA 583-77	Schen.	1508	1882	T-15		Scr. 2-27-1926
353	626	GH&SA 584-74	Schen.	1505	1882	T-21	Reblt. 1904	Scr. 11-15-1924
	627	GH&SA 585-85	Schen.	1512	1882	T-15		Scr. 11-24-1915
	628	GH&SA 586-86	Schen.	1513	1882	T-15		Scr. 9-30-1916
	629	GH&SA 587-87	Schen.	1514	1882	T-21	Reblt. 1907	Scr. 6-30-1922
	630	GH&SA 588-88	Schen.	1515	1882	T-15		Scr. 6-30-1913
	631	GH&SA 589-89	Schen.	1516	1882	T-15		Scr. 9-16-1922
354	632	GH&SA 590-90	Schen.	1517	1882	T-21	Reblt. 1901	Sold to Celotex Co. 11-24-26
	633	GH&SA 591-91	Schen.	1518	1882	T-15		Scr. 1-31-1916
	634	GH&SA 592-92	Schen.	1519	1882	T-21	Reblt. 1909	Scr. 5-1922
355	635	GH&SA 593-93	Schen.	1520	1882	T-21	Reblt. 1907	Sold to Erath Sugar Co. 5-1-23
356	636	GH&SA 594-94	Schen.	1521	1882	T-21	Reblt. 1899	Sold to M. C. & St. A. 8-23-23
	637	GH&SA 595-95	Schen.	1522	1882	T-21	Reblt. 1896	Scr. 10-31-1922
	638	GH&SA 596-96	Schen.	1523	1882	T-15		Scr. 4-16-1921
	639	GH&SA 597-97	Schen.	1524	1882	T-21		Sold to LC&N #51 10-25-08 Scr. 1916
	640	GH&SA 598-98	Schen.	1525	1882	T-15		Scr. 8-20-1921
	641	GH&SA 599-99	Schen.	1526	1882	T-15		Scr. 3-26-1923

Note A: LC&N #61 became HE&WT #34. See SP 372

Classes T-16 and T-22

		T-16 56—18x24—96500—72000—135—15930				Orig. Condition	
		T-22 56—18x24—111000—84000—165—19470				As rebuilt	
	642	GH&SA 716	Schen.	2696	1888	T-16	Scr. 12-30-1916
	643	GH&SA 717	Schen.	2697	1888	T-16	Scr. 2-28-1917
357	644	GH&SA 718	Schen.	2698	1888	T-22	Reblt. 1906
	645	GH&SA 719	Schen.	2699	1888	T-16	Scr. 10-22-1924
	646	GH&SA 720	Schen.	2700	1888	T-22	Reblt. 1904
	647	GH&SA 657	Schen.	2370	1887	T-16	Scr. 2-18-1922
	648	GH&SA 648	Schen.	2361	1887	T-16	Scr. 2-28-1917
358	649	GH&SA 649	Schen.	2362	1887	T-22	Reblt. 1903
	650	GH&SA 650	Schen.	2363	1887	T-22	Reblt. 1903
	651	GH&SA 651	Schen.	2364	1887	T-16	Scr. 11-30-1922
	652	GH&SA 652	Schen.	2365	1887	T-16	Scr. 3-30-1922
	653	GH&SA 653	Schen.	2366	1887	T-22	Reblt. 1904
	654	GH&SA 654	Schen.	2367	1887	T-16	Scr. 1-25-1917
362	655	GH&SA 655	Schen.	2368	1887	T-16	Sold to Urbana S. & G. Co. 9-24
	656	GH&SA 656	Schen.	2369	1887	T-16	Scr. 1-31-1917

& Gulf
-20-24
13-1902
ee 371

Nor.
7-8-21

-24-26

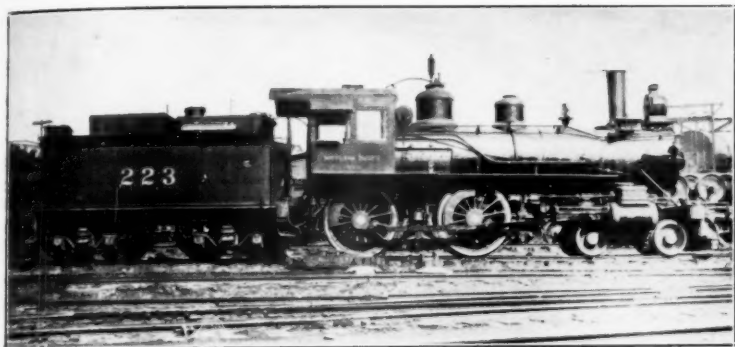
r Co.
6-1-23
A.
23-23

1916

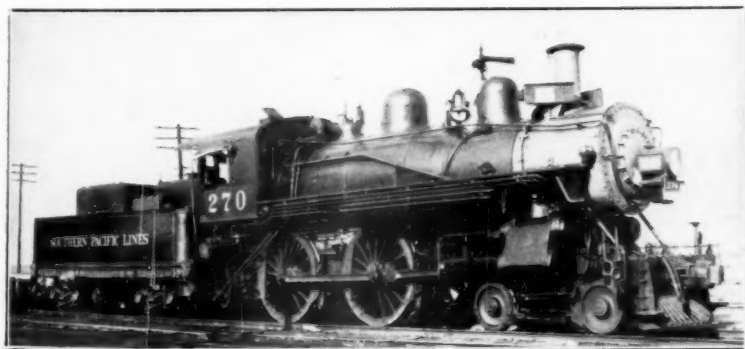
Gulf
9-25

Co.
1-23

G.
9-24

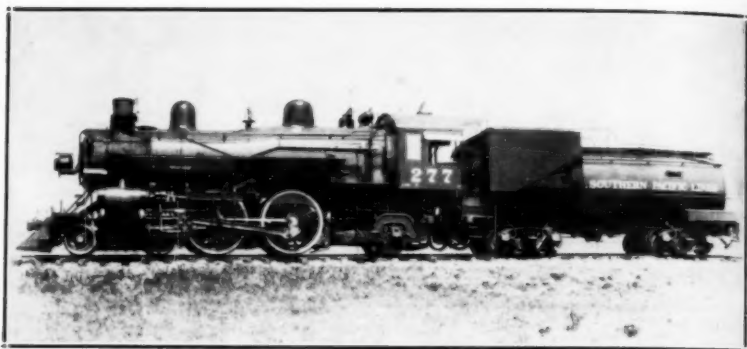


S. P. 223, Houston, Texas, 1916. E-18. Baldwin, 1887. Ex. M. L. & T. 708.

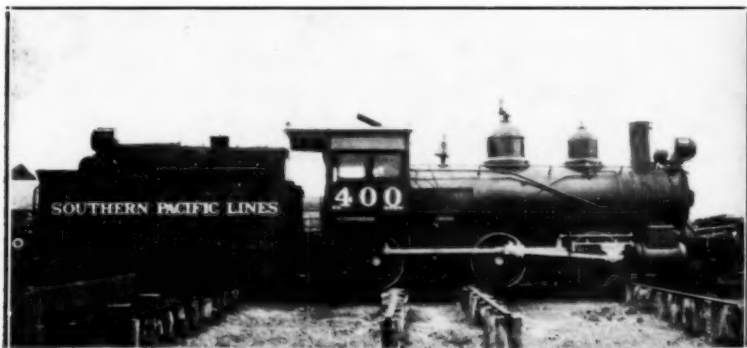


Courtesy of R. J. Foster

S. P. 270, Ft. Worth, Texas, 1940. E-23. Schenectady, 1898. Ex 1435.



S. P. 277, Houston, 1925. A-1. Baldwin, 1902. Rebuilt Houston Shops.



S. P. 400, Houston, Texas, 1928. M-12. New York L. W. 1890. Ex. S. A. & A. P. 64-135-113.

Classes T-15 and T-20

T-15 56—18x24—83000—67000—130—14580 **Orig. Cond.**
T-20 56—18x24—111250—90000—160—19470 **As Reblt.**

657	GH&SA 673-73	Rogers	2911	1882	T-15	Scr. 6-24-1913
367 658	GH&SA 674-72	Rogers	2910	1882	T-20	New boiler 1895. Sold to G. W. & N. Lbr. Co. 5-1-14. Reinstated 5-1922. Renumb. 2nd 367 5-1923 Scr. 3-1-1930

Class T-25 4-6-0 56—19x26—127000—100000—160—22790
(A) 63—19x26—127000—100000—180—22790
(B) 63—20x26—127000—100000—160—22450

The 1925 renumbering of this class is shown in the left hand column.

350 666	GH&SA 800-727	Schen.	3434	1891	Scr. 5-23-1933
351 667	GH&SA 801-728	Schen.	3435	1891	Scr. 9-8-1933
352 668	GH&SA 802-729	Schen.	3436	1891	Scr. 2-10-1934
353 669	GH&SA 803-730	Schen.	3437	1891	Scr. 1940
354 670	GH&SA 804-731	Schen.	3438	1891	Scr. 12-19-1936
355 671	GH&SA 805-732	Schen.	3439	1891	Sold to East Texas Gravel Co. 8-31-31
356 672	GH&SA 806-733	Schen.	3440	1891	Sold to East Texas Gravel Co. 4-7-30
357 673	GH&SA 807-734	Schen.	3441	1891	Scr. 5-27-1933
358 674	GH&SA 808-735	Schen.	3442	1891	Sold to P. I. & G. R. V. #8 1-22-1939
359 675	GH&SA 809-736	Schen.	3443	1891	Scr. 12-1-1939
360 676	GH&SA 810-737	Schen.	3444	1891	Scr. 8-14-1942
361 677	GH&SA 811-738	Schen.	3445	1891	Scr. 3-29-1947
362 678	GH&SA 813	Schen.	4321	1895	(A) Scr. 2-18-1937
363 679	GH&SA 814	Schen.	4322	1895	(A) Scr. 1-4-1937
364 680	GH&SA 815	Schen.	4323	1895	(A) Scr. 4-7-1947
365 681	GH&SA 812-739	Schen.	3446	1891	(B) Scr. 7-19-1935

Class T-26 4-6-0 69—20x24—129700—97000—180—21290

682	SP 2210-1785	Schen.	3548	1891	Sold to Arizona Eastern #368 12-22-16
683	SP 2211-1786	Schen.	3549	1891	Sold to Arizona Eastern #369 2-24-17
684	SP 2213-1789	Schen.	3551	1891	Sold to Arizona Eastern #370 12-22-16

Class T-27 4-6-0 63—20x26—142350—112000—180—25260

The 1929 renumbering of this class is shown in the left hand column

377 688	GH&SA 900	Schen.	4527	1897	Scr. 4-5-1947
378 689	GH&SA 901	Schen.	4528	1897	Scr. 7-11-1940
279 690	GH&SA 902	Schen.	4529	1897	Scr. 8-21-1940
380 691	GH&SA 903	Schen.	4530	1897	Scr. 6-10-1935
381 692	GH&SA 904	Schen.	4531	1897	Scr. 3-22-1934
382 693	GH&SA 905	Cooke	2365	1897	Scr. 8-2-1937
383 694	GH&SA 906	Cooke	2366	1897	Scr. 10-23-1947
384 695	GH&SA 907	Cooke	2367	1897	Scr. 3-20-1947
385 696	GH&SA 908	Cooke	2368	1897	Scr. 3-29-1947
697	GH&SA 909	Cooke	2369	1897	Sold to C.I.J.L.Co., Mexico 7-27-1917 (Note)
386 698	GH&SA 910	Schen.	4549	1897	Leased to SPdeM 12-46 Renumb. SPdeM #303 10-21-1949

Note: Cia Indust. Jabonera de la Laguna.

Class T-28 4-6-0 69—22x28—206720—163000—210—35060 **Final weights**
Class T-29 4-6-0 63—22x28—203300—160000—210—36570 **As built**

688 388	GH&SA 700	Brooks	45063	1908	Sold for scrap 6-15-1954
689 389	GH&SA 701	Brooks	45064	1908	Sold for scrap 4-12-1955
690 390	GH&SA 702	Brooks	45065	1908	Sold for scrap 4-12-1955

69i	391	GH&SA 703	Brooks	45066	1908	Sold for scrap 3-31-1954
692	392	GH&SA 704	Brooks	45067	1908	Scr. 1-13-1954 Note A
693	393	GH&SA 705	Brooks	45068	1908	Sold for scrap 6-30-1954
694	394	GH&SA 706	Baldwin	36421	1911	Sold for scrap 7-28-1954
695	395	GH&SA 707	Baldwin	36422	1911	Sold for scrap 7-15-1955
696	396	GH&SA 708	Baldwin	36423	1911	Sold for scrap 6-30-1954
697	397	GH&SA 709	Baldwin	36424	1911	Sold for scrap 10-22-1954
698	398	GH&SA 710	Baldwin	36425	1911	Sold for scrap 3-25-1954
699	399	GH&SA 711	Baldwin	36426	1911	Sold for scrap 3-31-1954

Note A: Engine 704 blew up at San Antonio 3-18-12. New boiler 1-1913

4-6-0 LOCOMOTIVES ACQUIRED AFTER 1920

Class T-39 4-6-0 56—18x26—150000—110000—200—25570

2nd	300	SA&AP 220	Baldwin	32369	1907	Scr. 3-13-1930
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Class T-42 4-6-0 63—19x24—133000—103000—180—21040

2nd	367	1st 377	TM 150	Schen.	4599	1897	Scr. 3-13-1930
2nd	368	1st 378	TM 151	Schen.	4600	1897	Scr. 4-16-1930

Class T-38 4-6-0 62—19x24—126000—93500—180—21380

2nd	369	SA&AP 201	Baldwin	32515	1908	Scr. 1-23-1937
2nd	370	SA&AP 202	Baldwin	32516	1908	Scr. 1-23-1937
2nd	371	SA&AP 203	Baldwin	32549	1908	Scr. 2-2-1934
2nd	372	SA&AP 204	Baldwin	32550	1908	Scr. 1-23-1937
2nd	373	SA&AP 205	Baldwin	32583	1908	Scr. 1-23-1937
	374	SA&TP 206	Baldwin	32584	1908	Scr. 3-5-1930
	375	SA&AP 207	Baldwin	32542	1908	Scr. 1-30-1937
	376	SA&AP 208	Baldwin	32543	1908	Scr. 5-17-1937

Class T-41 4-6-0 56—18x24—104000—76000—160—18900 Engine 381 renumbered 2nd 329—1929

	380	TM 110	Schen.	4232	1894	Scr. 10-1928
329	381	TM 111	Schen.	4313	1894	Scr. 7-15-1930
	382	TM 112	Schen.	4499	1894	Scr. 10-16-1928
	383	TM 113	Schen.	4500	1894	Scr. 6-12-1928
	384	TM 114	Schen.	4501	1894	Scr. 5-1-1928

2-6-0 LOCOMOTIVES

Class M-12 2-6-0 51—18x24—95100—80000—135—17496

400	SA&AP 113-135-64	New York	528	1890	Scr. 3-1929
401	SA&AP 116-137-66	New York	530	1890	Scr. 12-26-1928
402	SA&AP 117-46	New York	389	1888	Scr. 1929

Class M-13 2-6-0 50—18x24—104200—89000—150—19830

403	SA&AP 129-58	New York	522	1890	Scr. 4-17-1930
404	SA&AP 130-43	New York	386	1888	Scr. 1-30-1937

Class M-14 2-6-0 50—18x24—106750—90000—160—21150

405	SA&AP 111-40	New York	383	1888	Scr. 5-19-1930
406	SA&AP 112-133-62	New York	526	1890	Scr. 11-17-1936
407	SA&AP 119-132-61	New York	525	1890	Scr. 1-23-1937
408	SA&AP 120-49	New York	392	1888	Scr. 1-9-1937

Class M-3 2-6-0 56—19x24—130000—112000—180—23670

409 GH&N 6 GLP&H 6 OS 36 Baldwin 13861 1893 Retired 7-1932

**Class M-4 2-6-0 63—20x28—148000—128000—190—28710 Final dimensions
146000—126000 As blt., before super-
heating**

Certain locomotives renumbered in 1950 are listed in the left hand column

410	GH&SA 950	Schen.	4957	1899	Scr. 11-1-1938
411	GH&SA 951	Schen.	4958	1899	Scr. 10-28-1938
453 412	GH&SA 952	Schen.	4959	1899	Retired 11-29-1954
413	GH&SA 953	Schen.	4960	1899	Scr. 12-22-1946. Chassis to 428, later 438
414	GH&SA 954	Schen.	4961	1899	Scr. 1-1-1937
415	GH&SA 955	Schen.	4962	1899	Scr. 11-23-1948
416	GH&SA 956	Schen.	4963	1899	Blew up 11-2-45 Reblt. 1-06 Scr. 11-15-1947
417	GH&SA 957	Schen.	4964	1899	Scr. 10-28-1938
418	GH&SA 958	Cooke	2456	1899	Scr. 1-9-1937
419	GH&SA 959	Cooke	2457	1899	Scr. 6-28-1947
440 420	GH&SA 960	Cooke	2458	1899	Sold for scrap 3-9-1953
451 421	GH&SA 961	Cooke	2459	1899	Sold for scrap 5-17-1955
456 422	GH&SA 962	Cooke	2460	1899	Sold for scrap 3-25-1955
423	GH&SA 963	Cooke	2477	1899	Scr. 3-31-1947
444 424	GH&SA 964	Cooke	2542	1900	Sold for scrap 2-3-1955
435 425	GH&SA 965	Cooke	2543	1900	Sold for scrap 3-5-1954
436 426	GH&SA 966	Cooke	2544	1900	Sold for scrap 4-1-1953
427	GH&SA 967	Cooke	2545	1900	Scr. 2-13-1947
438 428	GH&SA 968	Cooke	2546	1900	Chassis scr. 12-46; chassis from 413 Sold for scrap 9-30-1955
429	GH&SA 969	Cooke	2547	1900	Scr. 6-27-1947
430	GH&SA 970	Cooke	2598	1900	Scr. 7-5-1947
431	GH&SA 971	Cooke	2599	1900	Scr. 9-23-1947
432	GH&SA 972	Cooke	2600	1900	Sold for scrap 8-18-1953
433	GH&SA 973	Cooke	2601	1900	Sold to Ariz. Eastern #575 3-31-13 See SP 1713
434	GH&SA 974 SP 2134	Cooke	2630	1901	Scr. 2-10-1937
435	GH&SA 975 SP 2135	Cooke	2631	1901	Scr. 9-23-1947
436	SP 1646-2130	Cooke	2616	1901	Scr. 6-30-1947
437	SP 1647-2131	Cooke	2617	1901	Scr. 12-17-1936
438	SP 1648-2132	Cooke	2618	1901	Scr. 7-13-1950
439	SP 1649-2133	Cooke	2619	1901	Sold for scrap 9-12-1950
440	SP 1679-1471	Cooke	2519	1900	Scr. 1-1-1937
441	SP 1698-1490	Cooke	2538	1900	Sold for scrap 3-9-1954
442	SP 1657-1459	Cooke	2425	1899	Sold for scrap 2-3-1955
443	SP 1659-1461	Cooke	2427	1899	Blew up 1-7-07 Reblt. 4-07 Scr. 9-30-1953
444	SP 1704-2105	Cooke	2594	1900	Scr. 10-3-1948
445	SP 1705-2106	Cooke	2595	1900	Chassis from 416 in 1947; Sold for scr. 6-15-54
446	SP 1708-2109	Schen.	5678	1900	Sold to Carbon y Cok, S. A., Mexico 4-11-49
447	SP 1709-2110	Schen.	5679	1900	Sold for scrap 5-17-1954
448	SP 1712-2138	Cooke	2622	1901	Sold for scrap 2-2-1955
449	SP 1713-2139	Cooke	2623	1901	Scr. 7-17-1937
450	SP 1697-1489	Cooke	2537	1900	Sold for scrap 10-22-1954
451	SP 1696-1488	Cooke	2536	1900	Scr. 11-17-1936
452	SP 1631-2102	Schen.	5682	1900	Sold for scrap 2-3-1955
453	SP 1694-1486	Cooke	2534	1900	Scr. 11-17-1936

454	SP 1688-1480	Cooke	2528	1900	Sold for scrap 2-2-1955
455	SP 1660-1462	Cooke	2428	1900	Sold for scrap 7-27-1955
456	SP 1689-1481	Cooke	2529	1900	Scr. 1-4-1937
457	SP 1700-1492	Cooke	2540	1900	Blew up 2-19-07 Reblt. 6-07 Sold for scrap 5-21-54
458	SP 1693-1485	Cooke	2533	1900	Sold for scrap 4-1-1953
459	SP 1691-1483	Cooke	2531	1900	Scr. 11-25-52 Note A;
459 was rebuilt with boiler from #271 in 1941					

Class M-8 2-6-0 Orig. Vauc. Comp. 63—15½&26x28—176640—154000—200—26330
Reblt. simple to 63—21x28—168500—148000—200—33340
Later superheated-wts.—171350—151000

460	Baldwin	20517	1902	Scr. 1-29-1928
461	Baldwin	20518	1902	Scr. 8-31-1928
462	Baldwin	20532	1902	Scr. 11-21-1929
463	Baldwin	20533	1902	Scr. 10-31-1928
464	Baldwin	20534	1902	Scr. 9-27-1929
465	Baldwin	20535	1902	Scr. 11-20-1929
466	Baldwin	20536	1902	Scr. 10-31-1928
467	Baldwin	20537	1902	Scr. 7-12-1929
468	Baldwin	20571	1902	Scr. 12-15-1928
469	Baldwin	20572	1902	Scr. 8-21-1929

Class M-20 2-6-0 54—19x24—124760—108000—180—24500

481	DGC 103	Baldwin	52167	1919	Acq. 1926 Scrapped 10-12-1953
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Class M-6 2-6-0 63—21x28—166300—142000—200—33320 Final Dimen.
Vauc. Comp. 63—15½&26x28—166320—144000—200—29260 As built

499	675	515	482	Baldwin	22450	1903	Scr. 11-22-1947
		516	483	Baldwin	22468	1903	Scr. 10-16-1953 Note A
		517	484	Baldwin	22486	1903	Scr. 7-19-1950
		485		Baldwin	22495	1903	Blew up 1-12-1911 Reblt. 5-11, Sold to Oen Metal Co. (Penn. oles #2007) 1-3-1916

Note A: Engine 516 was renumbered 675 3-24-50; to 499 7-25-50

Class M-15 2-6-0 54—19x24—117720—100000—150—20460

2nd	485	SA&AP 152 T&OC 353 CHV&T 92	Rhode Is.	2402	1890	Scr. 5-19-1930
	486	SA&AP 154 T&OC 355 CHV&T 94	Rhode Is.	2404	1890	Scr. 4-8-1930
	487	SA&AP 155 T&OC 356 CHV&T 95	Rhode Is.	2405	1890	Scr. 1-9-1937

Class M-16 2-6-0 54—19x24—119670—102000—150—20460

488	SA&AP 158 CHV&T	Pittsburg	1892	Scr. 6-17-1929
489	SA&AP 159 CHV&T	Pittsburg	1892	Scr. 5-19-1930
490	SA&AP 160 CHV&T	Pittsburg	1892	Scr. 7-22-1930
491	SA&AP 161 CHV&T	Pittsburg	1892	Scr. 1-9-1937
492	SA&AP 162 CHV&T	Pittsburg	1892	Scr. 1-9-1937
493	SA&AP 165 CHV&T	Pittsburg	1892	Scr. 2-6-1937
494	SA&AP 166 CHV&T	Pittsburg	1892	Scr. 11-24-1928

Class M-17 2-6-0 56—19x26—138000—118500—190—27070

495	SA&AP 168 OR&C 500	Baldwin	25770	1905	Leased to SPdeM 12-46 Renumb. SPdeM 410 10-21-49
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Class M-18 2-6-0 56—19x26—149060—135000—200—28490

496	SA&AP 170	Lima	1160	1911	Scr. 1-30-1937
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Class M-19 2-6-0 56—19x26—154160—133000—200—28490

497	SA&AP 171	Baldwin	36725	1911	Leased to SPdeM 12-46 Renumb. SPdeM 411	10-21-49
498	SA&AP 172	Baldwin	36741	1911	Leased to SPdeM 12-46 Renumb. SPdeM 412	10-21-49
499	SA&AP 173	Baldwin	36742	1911	Scrapped 2-6-1937	

Class M-10 2-6-0 63—21x28—179000—152000—210—34990
(A) **63—21x28—182000—155000—210—34990**

460	685	500	Baldwin	37896	1912	Sold for scr. 6-3-52
461	686	501	Baldwin	37897	1912	Sold for scr. 5-21-54
462	687	502	Baldwin	37898	1912	
463	688	503	Baldwin	37899	1912	
464	689	504 (A)	Baldwin	37900	1912	Sold for scr. 7-28-54
465	690	505 (A)	Baldwin	37937	1912	Sold for scr. 8-18-53
466	691	506	Baldwin	37938	1912	Sold for scr. 2-3-55
467	692	507	Baldwin	37939	1912	Sold for scr. 3-5-54
468	693	508	Baldwin	37940	1912	Sold for scr. 2-2-55
469	694	509	Baldwin	37941	1912	Scr. 9-4-1953
470	695	510	Baldwin	37971	1912	Sold for scr. 7-28-54
471	696	511	Baldwin	37972	1912	Sold for scr. 4-1-53
472	697	512	Baldwin	37973	1912	Sold for scr. 8-8-53
473	698	513	Baldwin	37974	1912	Scr. 9-4-1953
474	699	514	Baldwin	37975	1912	Sold Allied Chemical Co., Galveston, 9-6-1955
Renumbered 685-699, 12-1949 and 460-474 in 1950						

Class M-9 2-6-0 63—21x28—177590—150000—200—33320
(A) **63—21x28—180590—153000—200—33320**

475	550	H&TC 550	CRY&P 500	Brooks	45005	1908	Renumb. 475 6-50 Sold for scrap	2-3-55 (A)
476	551	551	501	Brooks	45006	1908	Renumb. 476 5-50 Scr. 10-26-1951	
477	552	552	503	Brooks	45008	1908	Renumb. 477 7-50 Sold for scr.	4-1-53
478	553	553	504	Brooks	45009	1908	Renumb. 478 5-50 Sold for scr.	3-25-1955
479	554	554	508	Brooks	45013	1908	Renumb. 479 6-50 Sold for scr.	3-5-54
	555	555	512	Brooks	45017	1908	Scrapped 11-12-1948	
480	556	556	514	Brooks	45019	1908	Renumb. 480 7-50 Sold for scr.	5-17-1955

Class M-21 2-6-0 63—22x28—211320—181000—250—42400
(A) **63—22x28—215230—185000—250—42400**

This class renumb. to 600 series 2-3-50; to 400 series 5-7-50								
482	676	520	SP 1842	SPdeM 520	SP 520	S. P. Shops Houston	1928	Scr. 10-22-1953
483	677	521	1838	521	521	S. P. Shops Houston	1928	Scr. 7-12-1950
484	678	522	1843	522	522	S. P. Shops Houston	1929	Sold for scr. 3-12-54
485	679	523	1837	523	523	S. P. Shops Houston	1929 (A)	Scr. 10-18-1951
486	680	524	1844	524	524	S. P. Shops Houston	1929 (A)	Sold for scr. 3-12-54
		525	—	525	525	S. P. Shops Houston	1929 (A)	Scr. 12-23-1949
487	681	526	1845	526	526	S. P. Shops Houston	1929 (A)	Sold for scr. 3-9-53
488	682	527	1839	527	527	S. P. Shops Houston	1929 (A)	Scr. 10-18-1951
489	683	528	1840	528	528	S. P. Shops Houston	1929 (A)	Scr. 10-20-1951
490	684	529	1841	529	529	S. P. Shops Houston	1929 (A)	Sold for scr. 10-31-52

Note: See Coast Lines and SPdeM lists for dates of above engines on those roads.
Engine 525 was on the Coast Lines 10-7-42 to 3-25-43. It was not renumbered.

Class M-11 2-6-0 63—21x28—180440—153000—200—33320 Orig. Class M-10

491	560	H&TC	560	CRY&P	517	Baldwin	33831	1909	Scr. 10-26-1953
	561		561		519	Baldwin	33833	1909	Leased to SPdeM 1-47; Renumb. SPdeM 500 12-13-49
	562		562		521	Baldwin	33835	1909	Leased to SPdeM 1-47; Renumb. SPdeM 501 10-21-49
492	563		563		522	Baldwin	33836	1909	Sold for scrap 10-31-1952
	564		564		523	Baldwin	33837	1909	Scr. 12-11-1947
	565		565		526	Baldwin	33938	1909	Leased to SPdeM 1-47; Renumb. SPdeM 503 11-16-49

Engines 560 and 563 were renumbered 5-15-50

Class P-5 4-6-2 77—22x28—243700—148000—210—31420

600	900	Baldwin	37959	1912	Note A; Retired 5-6-1955
601	901	Baldwin	37960	1912	Sold for scrap 4-1-1953
602	902	Baldwin	37961	1912	Note A; Sold for scr. 11-23-1955
603	903	Baldwin	37962	1912	Scr. 10-9-1953
604	904	Baldwin	37963	1912	Scr. 10-12-1953
605	905	Baldwin	37964	1912	Note A; Sold for scr. 11-23-1955
606	906	Baldwin	37981	1912	Note A; Retired 6-27-1955
607	907	Baldwin	37982	1912	Sold for scrap 6-3-1952
608	908	Baldwin	37983	1912	Sold for scrap 3-9-1953
609	909	Baldwin	37984	1912	Sold for scrap 6-3-1952

Note A: Nos. 600, 602, 605 and 606 leased to Pacific Lines 6, 7-1953.

Class P-6 4-6-2 77—25x28—291200—178000—210—40570

610	920	Brooks	53321	1913	Sold for scrap 6-3-1952
611	921	Brooks	53322	1913	Sold for scrap 6-3-1952
612	922	Brooks	53323	1913	Sold for scrap 1-16-1953
613	923	Brooks	53324	1913	Sold for scrap 1-16-1953
614	924	Brooks	53325	1913	Sold for scrap 3-12-1954
615	925	Brooks	53326	1913	Sold for scrap 1-16-1953
616	926	Brooks	53327	1913	Sold for scrap 1-16-1953
617	927	Brooks	53328	1913	Sold for scrap 5-21-1954
618	928	Brooks	53329	1913	Sold for scrap 6-3-1952
619	929	Brooks	53330	1913	Sold for scrap 6-3-1952
620	930	Brooks	53331	1913	Sold for scrap 3-12-1954
621	931	Brooks	53332	1913	Scr. 1-29-1954

Class P-9 4-6-2 73—25x30—307300—183000—210—45850

622	Baldwin	56319	1923	Sold for scrap 11-18-1954
623	Baldwin	56320	1923	Scr. 1-22-1954
624	Baldwin	56321	1923	Scr. 12-18-1953
625	Baldwin	56483	1923	Sold for scrap 3-12-1954
626	Baldwin	56484	1923	Sold for scrap 6-15-1954
627	Baldwin	56485	1923	Scr. 12-21-1953
628	Baldwin	56486	1923	Scr. 12-28-1953
629	Baldwin	56487	1923	Scr. 1-18-1954
630	Baldwin	56488	1923	Sold for scrap 2-8-1955

Class P-13 4-6-2 73—25x30—313800—189000—210—43850

631	Baldwin	60513	1928	Scr. 1-4-1954
632	Baldwin	60514	1928	Sold for scrap 2-11-1955
633	Baldwin	60564	1928	Sold for scrap 10-7-1954

Class P-14 4-6-2 77—25x28—307500—185000—210—40570

650	SP 2455	Brooks	53335	1913	Reblt. Houston 1937. Sold for scr. 3-25-1954
651	SP 2456	Brooks	53336	1913	Reblt. Houston 1937. Sold for scrap 3-25-1954
652	SP 2457	Brooks	53337	1913	Reblt. Houston 1937. Scrapped 12-2-1953

Class GS-1 4-8-4 73-27x30-442300-262000-250-62200 plus 137108

700	Baldwin	61390	1930	Sold to S.P. 2nd 4403 12-4-1952; see 4470
701	Baldwin	61391	1930	Sold to S.P. 2nd 4400 12-4-1952; see 4471
702	Baldwin	61408	1930	Sold to S.P. 2nd 4404 12-4-1952; see 4472
703	Baldwin	61409	1930	Sold to S.P. 2nd 4406 12-4-1952; see 4473
704 SP 4406	Baldwin	61430	1930	Acq. 3-19-41 Sold for scrap 7-12-1954
705 SP 4407	Baldwin	61431	1930	Acq. 3-18-41 Returned to SP #4407 10-13-1952
706 SP 4408	Baldwin	61432	1930	Acq. 5-6-41 Returned to SP #4408 1-1953
707 SP 4409	Baldwin	61433	1930	Acq. 6-7-41 Returned to SP #4409 10-1952
708 SP 4400	Baldwin	61410	1930	Acq. 11-18-43 Returned to SP #4470 10-52 See #4400
709 SP 4403	Baldwin	61413	1930	Acq. 11-6-43 Returned to SP #4471 10-52 See #4403
710 SP 4404	Baldwin	61414	1930	Acq. 11-8-43 Sold for scrap 7-12-54

Class MK-5 2-8-2

As built 63-26x28-280300-210400-200-51080 Final dimen. as viz:
 (A) 63-26x28-280300-210400-210-53630
 (B) 63-26x28-284300-214000-210-53630
 (C) 63-26x28-285980-213000-210-53630

738	S. P. Shops	Algiers	1921	(C) Scr. 10-7-1955
739	S. P. Shops	Houston	1921	(A) Sold for scrap 4-1-1953
740	S. P. Shops	Algiers	1921	(A) Sold for scrap 6-15-1954
741	S. P. Shops	Algiers	1921	(A) Sold for scrap 11-18-1954
742	S. P. Shops	Algiers	1921	(A) Sold for scrap 10-15-1954
743	S. P. Shops	Algiers	1921	(C)
744	S. P. Shops	Algiers	1921	(C) Sold for scrap 2-8-1955
745	S. P. Shops	Algiers	1921	(C) Blew up 7-21; rebilt. 11-21
746	S. P. Shops	Algiers	1920	(A) Sold for scrap 6-25-1954
747	S. P. Shops	Algiers	1920	(A) Sold for scrap 7-12-1954
748	S. P. Shops	Algiers	1919	(A) Sold for scrap 6-25-1954
749	S. P. Shops	Algiers	1919	(B) Sold for scrap 2-8-1955
750	Baldwin	39678	1913	(B) Sold for scrap 6-3-1952
751	Baldwin	39679	1913	(B) Scr. 10-9-1953
752	Baldwin	39680	1913	(B) Sold for scrap 8-8-1953
753	Baldwin	39681	1913	(B) Sold for scrap 4-12-1955
754	Baldwin	39682	1913	(B) Sold for scrap 8-8-1953
755	Baldwin	39683	1913	(B) Sold for scrap 7-15-1955
756	Baldwin	39684	1913	(B) Sold for scrap 8-18-1953
757	Baldwin	39685	1913	(B) Scr. 9-30-1953
758	Baldwin	39686	1913	(B) Sold for scrap 8-18-1953
759	Baldwin	39714	1913	(B) Sold for scrap 4-12-1955
760	Baldwin	39715	1913	(B) Sold for scrap 6-15-1954
761	Baldwin	39716	1913	(C)
762	Baldwin	39717	1913	(B) Sold for scrap 10-15-1954
763	Baldwin	39718	1913	(C) Sold for scrap 10-15-1954
764	Baldwin	39719	1913	(B) Sold for scrap 5-18-1955
765	Baldwin	39720	1913	(C) Sold for scrap 3-5-1954
766	Baldwin	39721	1913	(B) Scr. 11-27-1953
767	Baldwin	39722	1913	(C) Sold for scrap 2-8-1955
768	Baldwin	39723	1913	(B) Sold for scrap 5-21-1954
769	Baldwin	39724	1913	(B)
770	Baldwin	39725	1913	(C) Sold for scrap 10-15-1954
771	Baldwin	39726	1913	(B)
772	Baldwin	39727	1913	(C) Sold for scrap 8-18-1955
773	Baldwin	39769	1913	(C) Blew up 3-16; rebilt. 8-16 Sold for scrap 7-12-54
774	Baldwin	39770	1913	(C)
775	Brooks	55961	1916	(B) Sold for scrap 3-31-1954
776	Brooks	55962	1916	(B)

777		Brooks	55963	1916	(C)	Sold for scrap	2-8-1955
778		Brooks	55964	1916	(C)	Sold for scrap	7-12-1954
779		Brooks	55965	1916	(C)	Sold for scrap	5-17-1955
780		Brooks	55966	1916	(C)	Sold for scrap	3-31-1954
781		Brooks	55967	1916	(A)	Sold for scrap	7-20-1954
782		Brooks	55968	1916	(C)	Sold for scrap	6-25-1954
783		Brooks	55969	1916	(B)	Scr.	11-11-1953
784		Brooks	55970	1916	(C)	Sold for scrap	7-20-1954
785	H&TC 785	Brooks	55971	1916	(B)	Scr.	10-20-1953
786	H&TC 786	Brooks	55972	1916	(C)		
787	H&TC 787	Brooks	55973	1916	(C)		
788	H&TC 788	Brooks	55974	1916	(B)	Sold for scrap	6-30-1954
789	H&TC 789	Brooks	55975	1916	(C)	Scr.	9-30-1953
790	H&TC 790	Brooks	55976	1916	(B)	Sold for scrap	4-1-1953
791	H&TC 791	Brooks	55977	1916	(C)	Sold for scrap	6-3-1952
792	H&TC 792	Brooks	55978	1916	(C)	Sold for scrap	11-18-1954
793	H&TC 793	Brooks	55979	1916	(C)	Sold for scrap	11-15-1954
794	H&TC 794	Brooks	55980	1916	(B)		

Note: Engines 785-794 were changed to GH&SA lettering 10-30-1920

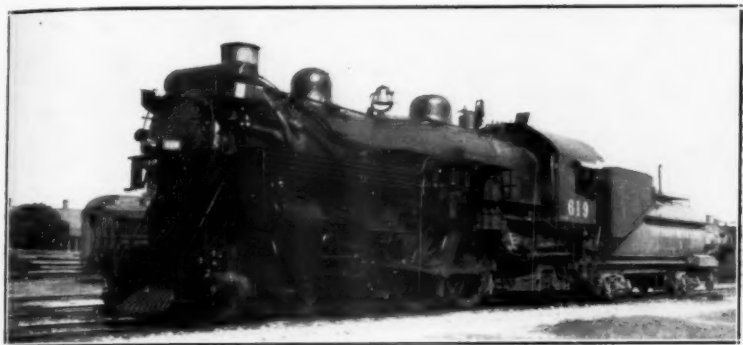
Class C-8 2-8-0

57—22x30—211640—190000—210—45470 As blt. wts. 207000-184000
(A) 57—22x30—217800—194000—210—45470

800	Baldwin	23743	1903	(A)	Sold for scrap 6-3-1952
801	Baldwin	23750	1903		Scr. 9-30-1953
802	Baldwin	23765	1903		Sold to SPdeM #601 2-3-1950
803	Baldwin	23778	1903	(A)	Sold for scrap 10-18-1951
804	Baldwin	23782	1903		Sold for scrap 2-2-1955
805	Baldwin	23783	1903	(A)	Sold for scrap 10-18-1951
806	Baldwin	23784	1903		Scr. 2-3-1953
807	Baldwin	23785	1903		Sold for scrap 10-12-1951

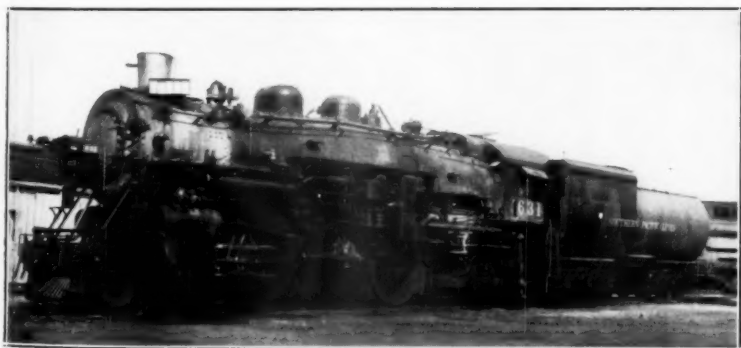
Class C-9 2-8-0 57—22x30—208000—187000—200—43300 As built Final weights same as Class C-8 above

808	Baldwin	25614	1905	(A)	Sold for scrap 4-28-1952
809	Baldwin	25518	1905		Scr. 9-30-1953
810	Baldwin	25813	1905	(A)	Sold for scrap 4-28-1952
811	Baldwin	25814	1905		Sold for scrap 10-11-1951
812	Baldwin	25815	1905		Sold for scrap 10-12-1951
813	Baldwin	25817	1905	(A)	Sold for scrap 3-9-1953
814	Baldwin	25818	1905		Sold for scrap 10-18-1951
815	Baldwin	25822	1905		Scr. 2-3-1953
816	Baldwin	25823	1905	(A)	Blew up 2-07; rebld. 6-07; Scr. 10-12-1951
817	Baldwin	25834	1905	(A)	Sold for scrap 10-7-1954
818	Baldwin	25835	1905		Sold for scrap 10-11-1951
819	Baldwin	25841	1905		Scr. 12-23-1949
820	Baldwin	25842	1905		Sold for scrap 6-3-1952
821	Baldwin	25849	1905		Sold for scrap 6-3-1952
822	Baldwin	25850	1905		
823	Baldwin	25853	1905		Scr. 12-14-1953
824	Baldwin	25854	1905		Scr. 11-18-1949
825	Baldwin	25859	1905		Scr. 11-15-1949
826	Baldwin	25872	1905		Sold for scrap 4-28-1952
827	Baldwin	25875	1905	(A)	Sold for scrap 10-26-1951
828	Baldwin	25895	1905		Sold to Union Pacific #332 1-1911
829	Baldwin	25899	1905		Sold for scrap 5-21-1954



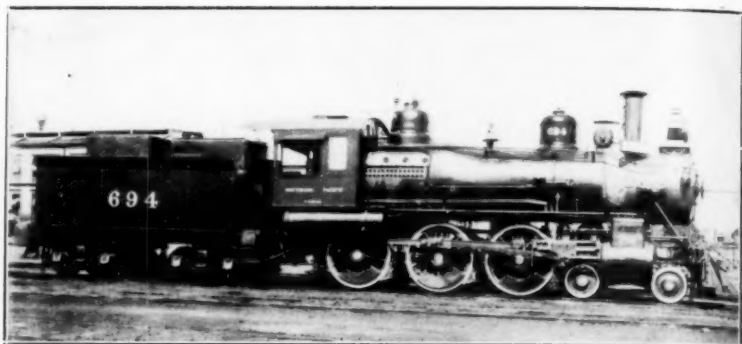
Courtesy of A. E. Brown

S. P. 619, Dallas, Texas, 1937. P-6. Brooks, 1913. Ex 929.

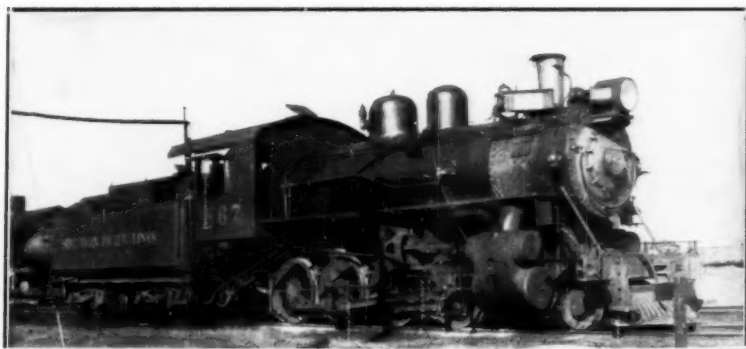


Courtesy of R. J. Foster

S. P. 631, San Antonio, Texas, 1940. P-13. Baldwin, 1928.



S. P. 694, Houston, Texas, 1916. T-27. Cooke 1897. Ex G. H. & S. A. 906.



Courtesy of A. E. Brown

S. P. 867, Ennis, Texas, 1936. C-20. Schenectady, 1921. Orig. Chatamoc Brewing Co., Later S. A. & A. P. 260.

830	Baldwin	25900	1905	(A)	Sold for scrap 4-1-1953
831	Baldwin	25904	1905		Sold to Union Pacific #333 1-1911
832	Baldwin	25905	1905		Scr. 11-25-1949
833	Baldwin	25906	1905	(C)	Sold for scrap 10-31-1952
834	Baldwin	25923	1905		Sold for scrap 7-28-1954
835	Baldwin	25924	1905		Sold for scrap 6-3-1952
836	Baldwin	25935	1905	(C)	Sold for scrap 10-9-1952
837	Baldwin	25936	1905	(C)	Scr. 2-3-1953
838	Baldwin	25947	1905		Sold for scrap 8-18-1953
839	Baldwin	25948	1905	(A)	Sold for scrap 6-3-1952
840	Baldwin	27314	1906		Sold for scrap 4-1-1953
811 841	Baldwin	27315	1906		Renumb. 2nd 811 10-31-53 Sold for scrap 10-4-1955
842	Baldwin	27323	1906		Sold for scrap 4-28-1952
843	Baldwin	27324	1906	(A)	Sold for scrap 4-28-1952
844	Baldwin	27325	1906		Sold for scrap 11-15-1949
845	Baldwin	27326	1906	(A)	Sold for scrap 4-28-1952
846	Baldwin	27327	1906		Sold for scrap 4-28-1952
847	Baldwin	27351	1906		Sold for scrap 10-12-1951
848	Baldwin	27352	1906		Sold for scrap 4-28-1952
849	Baldwin	27353	1906		Sold for scrap 10-26-1951
850	Brooks	44996	1908		Sold to Union Pacific #324 8-1910
851	Brooks	44997	1908		Sold to Union Pacific #325 8-1910
852	Brooks	44998	1908		Sold to Union Pacific #326 8-1910
853	Brooks	44999	1908		Sold to Union Pacific #327 8-1910
854	Brooks	45000	1908		Sold to Union Pacific #328 8-1910
855	Brooks	45001	1908		Sold to Union Pacific #329 8-1910
856	Brooks	45002	1908		Sold to Union Pacific #330 8-1910
857	Brooks	45003	1908		Sold to Union Pacific #331 8-1910
2nd 828 UP 226	Baldwin	28813	1906	Acq. 2-25-12 Scr.	10-26-1951
2nd 831 UP 327 SP 853	Brooks	44999	1908	Acq. 2-24-12	Sold for scrap 6-3-1952
849 2nd 850	Houston Shops		1922	Renumb. 2nd 849	10-14-50 Sold for scr. 3-9-53

Class C-20 2-8-0 50—19x26—141000—124000—180—27820 Acq. by SA&AP 11-24-22

867	SA&AP 260	Chat. Br. Co.	Schen.	62723	1921	Sold for scrap 7-28-1954
868	SA&AP 261	Chat. Br. Co.	Schen.	62724	1921	Scr. 10-12-1953
869	SA&AP 262	Chat. Br. Co.	Schen.	62725	1921	Sold for scrap 8-5-1955

Class C-21 2-8-0 50—20x24—159100—140000—190—31010 Acq. by SA&AP 6-16-23

870	SA&AP 270	USS&RCO. 2060	Lima	1088	1909	Sold for scrap 9-12-1950
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Class C-22 2-8-0 50—20x26—157800—141000—180—31820

871	SA&AP 230	Mon. 103 P&LE	143	Pittsburg	2073	1900	Scr. 1-9-1937
872	SA&AP 231	Mon. 106 P&LE	144	Pittsburg	2074	1900	Scr. 11-28-1936
873	SA&AP 232	Mon. 108 P&LE	151	Pittsburg	2104	1900	Scr. 11-17-1936
874	SA&AP 233	Mon. 111 P&LE	150-148	Pittsburg	2103	1900	Scr. 2-25-1947
875	SA&AP 234	Mon. 109 P&LE	146	Pittsburg	2076	1900	Scr. 1-26-1937
876	SA&AP 235	Mon. 114 P&LE	9320-141	Pittsburg	2071	1900	Scr. 1-30-1937

Class C-23 2-8-0 50—20x26—160120—144000—180—31820

877	SA&AP 250	Baldwin	40622	1913	Scr. 11-12-1948
878	SA&AP 251	Baldwin	40623	1913	Scr. 10-13-1953
879	SA&AP 252	Baldwin	40624	1913	Scr. 10-26-1951
880	SA&AP 253	Baldwin	40625	1913	Sold for scrap 8-18-1953
881	SA&AP 254	Baldwin	40626	1913	Scr. 9-7-1950

882	SA&AP 255	Baldwin	40627	1913	Sold for scrap	10-31-1952
883	SA&AP 256	Baldwin	40628	1913	Scr.	4-10-1939
844	SA&AP 257	Baldwin	40629	1913	Sold for scrap	5-17-1954

Class C-24 2-8-0 50—20x26—170650—152000—190—33590

885	SA&AP 240	Lima	1279	1913	Sold for scrap	2-11-1955
886	SA&AP 241	Lima	1280	1913	Scr.	1-30-1937
887	SA&AP 242	Lima	1281	1913	Scr.	11-18-1953
888	SA&AP 243	Lima	1282	1913	Sold for scrap	2-11-1955
889	SA&AP 244	Lima	1283	1913	Scr.	1-30-1937
890	SA&AP 245	Lima	1284	1913	Scr.	11-6-1955
891	SA&AP 246	Lima	1285	1913	Scr.	9-25-1951
892	SA&AP 247	Lima	1286	1913	Scr.	9-25-1951
893	SA&AP 248	Lima	1287	1913	Scr.	7-9-1953
894	SA&AP 249	Lima	1288	1913	Scr.	12-16-1949

Class C-25—2-8-0 56—22x28—196000—170000—200—41140

895	TM 200	Schen.	54211	1913		
896	TM 201	Schen.	54212	1913		

Class D-1 2-10-0 51—23x28—248590—221000—190—46900

897	SA&AP 300	EP&SW 360-26	Baldwin	21699	1903	Scr. 6-2-1937
898	SA&AP 301	EP&SW 361-61-361-27	Baldwin	22293	1903	Scr. 11-23-1936
899	SA&AP 302	EP&SW 362-28	Baldwin	22442	1903	Scr. 6-4-1937

Note: Engine 898 while on the EP&SW was rebt. to 0-10-0 #61, then restored to 2-10-0 #361

**Class MM-1 2-6-6-2 57—21 1/2 x33x30—310000—266000—200—64880
#905 weighed 314000—270000**

900	950	Baldwin	34235	1910	Scr.	4-25-1930
901	951	Baldwin	34236	1910	Scr.	12-10-1929
902	952	Baldwin	34237	1910	Scr.	1-4-1930
903	953	Baldwin	34247	1910	Scr.	6-3-1930
904	954	Baldwin	34248	1910	Scr.	1-1-1930
905	955	Baldwin	34249	1910	Scr.	3-12-1930
906	956	Baldwin	34250	1910	Scr.	4-8-1930
907	957	Baldwin	34331	1910	Scr.	12-10-1929
908	958	Baldwin	34378	1910	Scr.	12-10-1929
909	959	Baldwin	34379	1910	Scr.	5-2-1930
910	960	Baldwin	34380	1910	Scr.	6-3-1930
911	961	Baldwin	34381	1910	Scr.	12-10-1929

Class F-5 2-10-2 63—29 1/2 x32—397900—306100—200—75150

900	SP 3719	Baldwin	57357	1923	Scr.	3-16-1953
901	SP 3724	Baldwin	57362	1923	Scr.	3-9-1953
902	SP 3726	Baldwin	57429	1923	Sold for scrap	3-9-1954
903	SP 3753	Baldwin	57609	1923	Sold for scrap	3-9-1954
904	SP 3723	Baldwin	57361	1923	Scr.	5-1-1953
905	SP 3721	Baldwin	57359	1923	Returned to Coast Lines	2-17-53
906	SP 3725	Baldwin	57363	1923	Scr.	11-23-1953
907	SP 3729	Baldwin	57432	1923	Scr.	6-19-1953
908	SP 3735	Baldwin	57475	1923	Sold for scrap	8-18-1953
909	SP 3736	Baldwin	57476	1923	Scr.	7-6-1953
910	SP 3738	Baldwin	57478	1923	Returned to Coast Lines	4-16-51
					Renumb. #3770 453	
911	SP 3746	Baldwin	57486	1923	Scr.	6-10-1953
912	SP 3733	Baldwin	57473	1923	Sold for scrap	8-18-1953

913	SP 3754	Baldwin	57620	1923	Scr. 3-6-1953
914	SP 3731	Baldwin	57441	1923	Scr. 6-25-1953
915	SP 3747	Baldwin	57487	1923	Scr. 12-7-1953
916	SP 3750	Baldwin	57490	1923	Sold for scrap 10-15-1954
917	SP 3739	Baldwin	57479	1923	Scr. 7-8-1953
918	SP 3740	Baldwin	57480	1923	Scr. 6-15-1953
919	SP 3741	Baldwin	57481	1923	Sold for scrap 8-18-1953
920	SP 3749	Baldwin	57489	1923	Scr. 10-20-1953
921	SP 3759	Baldwin	57625	1923	Returned to Coast Lines 4-20-51 Renumb. #3759 3-53
922	SP 3732	Baldwin	57472	1923	Scr. 3-26-1953
923	SP 3737	Baldwin	57477	1923	Returned to Coast Lines 4-1953
924	SP 3748	Baldwin	57488	1923	Scr. 4-6-1953
925	SP 3756	Baldwin	57622	1923	Returned to Coast Lines 4-1953
926	SP 3757	Baldwin	57623	1923	Scr. 12-14-1953
927	SP 3764	Baldwin	57650	1924	Returned to Coast Lines 2-1953
928	SP 3769	Baldwin	57947	1925	Returned to Coast Lines 2-1953
929	SP 3751	Baldwin	57491	1923	Scr. 4-9-1953
930	SP 3762	Baldwin	57628	1923	Scr. 3-6-1953
931	SP 3767	Baldwin	57661	1924	Scr. 3-30-1953
932	SP 3730	Baldwin	57453	1923	Scr. 4-2-1953
933	SP 3742	Baldwin	57482	1923	Scr. 3-12-1953
934	SP 3760	Baldwin	57626	1923	Scr. 3-23-1953
935	SP 3763	Baldwin	57629	1923	Scr. 2-28-1953
936	SP 3720	Baldwin	57358	1923	Scr. 2-28-1953
937	SP 3722	Baldwin	57360	1923	Scr. 2-25-1953
938	SP 3743	Baldwin	57483	1923	Scr. 3-19-1953
939	SP 3752	Baldwin	57608	1923	Scr. 4-13-1953

Class F-4 2-10-2 63—29 1/2 x 32—397900—306100—200—75150 plus 10970B
except Eng. 940 which weighed 390400-304000; no booster

940	SP 3668	Baldwin	55233	1921	Scr. 5-6-1953
941	SP 3697	Baldwin	55308	1921	Scr. 5-16-1953
942	SP 3707	Baldwin	55331	1921	Scr. 5-21-1953
943	SP 3676	Baldwin	55241	1921	Scr. 5-12-1953

Class F-5 2-10-2 63—29 1/2 x 32—390400—304000—200—75150

946	SP 3755	Baldwin	57621	1923	Scr. 3-26-1953
947	SP 3761	Baldwin	57627	1923	Scr. 4-27-1953
948	SP 3766	Baldwin	57660	1924	Scr. 4-16-1953
949	SP 3768	Baldwin	57662	1923	Scr. 4-22-1953

Class F-1 2-10-2 63—27 1/2 x 32—353000—278000—200—65300
(A) 63—27 1/2 x 32—352000—282000—200—65300

954	SP 3619	Baldwin	51793	1919	(A)
955	SP 3645	Baldwin	51951	1919	(A) Sold for scrap 3-17-1954
956	SP 3631	Baldwin	51852	1919	(A) Sold for scrap 3-25-1955
957	SP 3642	Baldwin	51948	1919	(A) Sold for scrap 3-22-1954
958	SP 3626	Baldwin	51833	1919	(A) Sold for scrap 3-17-1954
959	SP 3649	Baldwin	52051	1919	(A)
960	SP 3650	Baldwin	52052	1919	(A) Sold for scrap 3-25-1955
961	SP 3630	Baldwin	51837	1919	(A)
962	SP 3622	Baldwin	51796	1919	(A) Sold for scrap 8-5-1955
963	SP 3624	Baldwin	51820	1919	Sold for scrap 7-12-1954
964	SP 3621	Baldwin	51795	1919	(A) Sold for scrap 5-27-1954
965	SP 3633	Baldwin	51864	1919	(A)
966	SP 3646	Baldwin	52010	1919	(A) Sold for scrap 3-17-1954
967	SP 3632	Baldwin	51863	1919	(A) Sold for scrap 6-25-1954

968	SP 3644	Baldwin	51950	1919		Sold for scrap	3-17-1954
969	SP 3641	Baldwin	51935	1919		Sold for scrap	3-22-1954
970		Brooks	57973	1918		Sold for scrap	6-15-1954
971		Brooks	57974	1918			
972		Brooks	57975	1918		Sold for scrap	3-25-1955
973		Brooks	57976	1918		Sold for scrap	3-22-1954
974		Brooks	57977	1918		Sold for scrap	7-28-1954
975		Brooks	57978	1918			
976		Brooks	57984	1918		Scr.	2-9-1954
977		Brooks	57985	1918		Sold for scrap	2-11-1955
978		Brooks	57986	1918		Sold for scrap	3-22-1954
979		Brooks	57987	1918		Scr.	2-18-1954
980		Brooks	57988	1918		Sold for scrap	10-7-1954
981		Brooks	57989	1918		Sold for scrap	3-17-1954
982	SP 3651	Baldwin	52053	1919		Blew up	3-1924. Reblt. 7-24
983	SP 3648	Baldwin	52012	1919		Scr.	2-23-1954
984	SP 3637	Baldwin	51903	1919		Sold for scrap	5-27-1954
985	SP 3628	Baldwin	51835	1919		Sold for scrap	6-15-1954
986	SP 3602	Brooks	57968	1917		Sold for scrap	3-25-1955
987	SP 3607	Brooks	57980	1917		Sold for scrap	4-12-1955
988	SP 3604	Brooks	57970	1917		Sold for scrap	11-15-1954
989	SP 3605	Brooks	57971	1917		Sold for scrap	7-20-1954
990	SP 3601	Brooks	57967	1917		Scr.	2-3-1954
991	SP 3603	Brooks	57969	1917		Scr.	2-12-1954
992	SP 3608	Brooks	57981	1917		Sold for scrap	7-20-1954
993	SP 3606	Brooks	57972	1917	(A)	Sold for scrap	6-25-1954
994	SP 3600	Brooks	57990	1917		Scr.	2-26-1954
995	SP 3610	Brooks	57983	1917		Sold for scrap	7-20-1954
996	SP 3609	Brooks	57982	1917		Sold for scrap	5-17-1955
997	SP 3623	Baldwin	51819	1919	(A)	Sold for scrap	7-20-1954
998	SP 3635	Baldwin	51901	1919		Scr.	3-3-1954
999	SP 3640	Baldwin	51934	1919	(A)	Sold for scrap	4-12-1955

Shop Switchers Belonging to the Maintenance of Way Dept. Since 1924

1196	SP 2 H&TC 1-18-47	Rogers	1985	1869	0-4-0T	Scr.	6-26-1935
1197	SP 7 684 GH&SA 42	Hinkley	1338	1880	0-4-0T	Scr.	10-5-1925
1198	SP 13 526 ML&T 26	Baldwin	4813	1879	0-4-0T	Scr.	1937
1199	SP 16 H&TC 101-51-14	Schen.	3049	1890	0-6-0T	Sold to U. S. Govt.	1942
1200	SP 34 769	Schen.	4230	1894	0-6-0T	Retired	5-23-1947
1201	SP 27 647 T&NO 16	Cooke	1470	1883	0-6-0T	Scr.	11-19-1940
1202	SP 29 701 711	Baldwin	9530	1888	0-6-0T	Scr.	8-12-1940
3230	SP 102	Baldwin	36508	1911	0-6-0T		

McKeen Motor Cars—Atlantic System—Passenger and Baggage

1001	McKeen	1908	6 cyl-10x12-61000-200	HP	Scr.	12-31-1920
1002	McKeen	1913	6 cyl-10x12-84700-200	HP	Scr.	4-23-1935
1003	McKeen	1913	6 cyl-10x12-77300-200	HP	Scr.	10-16-1929
1004	McKeen	1914	6 cyl-10x12-77300-200	HP	Scr.	4-16-1931
1005	McKeen	1914	6 cyl-10x12-77300-200	HP	Scr.	11-16-1929

Motor Cars Acquired from Other Roads

1006	SA&AP 500-300	Four-Wheel Drive Co.	1923	21,100	Acq.	10-7-23	Scr.	4-17-30
1007	SP&AP 501-301	McKeen Steam Motor	1924*	96100	Ex GC&SF		Scr.	2-18-30
1008	TM 5001	Wason Mfg. C.	1912	114100	Gas-Elect.		Scr.	3-13-39
1009	TM 5002	Wason Mfg. C.	1912	114100	Gas-Elect.		Scr.	1-24-39

* Empty McKeen car body purchased by the SA&AP and equipped with a steam motor.
Date given is date acquired by the S. P.

**Gas-Electric Motor Cars—Atlantic System
Baggage, Mail and Express—No Passengers**

1010	Bethlehem Steel Co.	1929	118000	Scr. 12-31-1945	Note 1
1011	Bethlehem Steel Co.	1929	118000	Scr. 12-31-1945	Note 2
1012	Pullman Car & Mfg. Co.	1929	119100	Scr. 12-31-1945	Note 3
1013	Std. Steel Car & Mfg. Co.	1929	122200	Scr. 12-22-1950	Note 4
1014	Std. Steel Car & Mfg. Co.	1930	126400	Scr. 12-31-1945	Note 5
1015	Std. Steel Car & Mfg. Co.	1930	126400	Scr. 12-31-1945	Note 4
1025	Pullman Car & Mfg. Co.	1930	140500	Scr. 2-10-1949	Note 6
1026	Pullman Car & Mfg. Co.	1930	140500	Scr. 12-31-1950	
1027	Pullman Car & Mfg. Co.	1930	140500	Scr. 12-16-1947	
1028	Pullman Car & Mfg. Co.	1930	140500	Scr. 12-31-1950	
1029	Pullman Car & Mfg. Co.	1930	140500	Scr. 2-27-1937	
1030	Pullman Car & Mfg. Co.	1930	140500	Scr. 12-31-1951	

Note 1 Body set up in Houston for watchman's shanty

Note 2 Body used at San Antonio for Pullman and T&NO car stores

Note 3 Body used at Hardy St., Houston, for caboose supply house

Note 4 Body set up at Houston diesel service for supply depot

Note 5 Body used at Houston Car Dept.

Note 6 Body installed at San Antonio for diesel facilities

**Locomotives of the Atlantic System Scrapped or Sold Between 1884 and 1901
4-4-0 Unless Otherwise Noted**

501	ML&T 1 NOO&WG 1	Baldwin	512	1853	Off list by 1890
504	ML&T 4 NOO&GW 4	Niles & Co.		1855	Off list by 1900
505	ML&T 5 NOO&GW 5	Niles & Co.		1857	Sold 1897. Repurchased 1923 Scr. 1942
506	ML&T 6 NOO&GW 6	Niles & Co.		1855	Off list by 1900
507	ML&T 7 NOO&GW 7	Niles & Co.		1857	Off list by 1900
508	ML&T 8 NOO&GW 8	Taunton		1859	Off list by 1900
509	ML&T 9 NOO&GW 9	Taunton		1859	Off list by 1900
510	ML&T 10 NOO&GW 10	Taunton		1859	Off list by 1900
511	ML&T 11	Baldwin	1987	1869	60¾-14x24-45000 Off list by 1900
512	ML&T 12	Baldwin	2023	1869	60¾-14x24-45000 Off list by 1900
513	ML&T 13	Unknown			Off list by 1900
514	ML&T 14	Unknown			Off list by 1900
515	ML&T 15	Rogers	421	1853	Reblt. 1870 Off list by 1900
516	ML&T 16	Rogers	451	1853	Reblt. 1870 Off list by 1900
520	ML&T 20	Baldwin	2920	1872	62-15x24-74500 Off list by 1900
531	ML&T 31	Baldwin	5386	1880	62-16x24-71400 Off list by 1900
562	T&NO 2	Baldwin	3659	1874	62-16x24-72000 Off list by 1900
571	T&NO 7 (0-4-0)	Baldwin	4609	1876	42-13x20 Off list by 1900
644	GH&SA 81	Schen.	1496	1882	64-17x24-77100 Off list by 1900
658	GH&SA 22 (0-6-6)	Wm. Mason	563	1876	48-16x24- Off list by 1900
677	GWT&P 28 GH&SA 28	Hinkley	1235	1876	56-16x24-73000 Off list by 1900
683	GH&SA 38	Hinkley		1877	56-16x24-73000 Off list by 1900
700	GH&SA 50	Manchester	898	1881	57-17x24-77600 Off list by 1900

701	GH&SA 12	D. Cooke	962	1873	63-16x24-73100	Off list by 1900
702	GH&SA 10	D. Cooke	961	1873	63-16x24-73100	Off list by 1900
703	No record					
704	GH&SA 7	McKay & Aldus		1868	Acq. 1872	Off list by 1900
911	(4-6-0)	Cooke	2392	1898	63-20x26-144700	Sold to Mex. Int. Ry. 10-1900
912		Cooke	2393	1898	63-20x26-144700	Sold to Mex. Int. Ry. 10-1900
913		Cooke	2394	1898	63-20x26-144700	Sold to Mex. Int. Ry. 10-1900
914		Cooke	2395	1898	63-20x26-144700	Sold to Mex. Int. Ry. 10-1900
915		Cooke	2396	1898	63-20x26-144700	Sold to Mex. Int. Ry. 10-1900
916		Cooke	2397	1898	63-20x26-144700	Sold to Mex. Int. Ry. 10-1900

Locomotives of the G. H. & S. A. Which Did Not Reach the 1884 Renumbering

	1	BBB&C 1	4-2-0	Unknown	Unknown	"Gen. Sherman" Bought 2nd hand-retired 1870
1st	2	BBB&C 2	0-4-0	Seth Wilmarth	1855	"Texas" 24500 Total wt. No record of disposal
2nd	2	BBB&C 2	4-4-0	Hinkley	1859	"Columbus" In 1881 list but not later
	3	BBB&C 3	4-4-0	Hinkley	1859	"Richmond" In 1881 list but not later
	4	BBB&C 4	4-4-0	Hinkley	1859	"Harrisburg" In 1881 list but not later
	5	BBB&C 5	4-4-0	Lowell	139 1859	"Austin" In 1882 list; not in 1884 list
	6	BBB&C 6	4-4-0	Prob. R. Norris	1859	Not in 1881 list
	9		4-4-0	McKay & Aldus	1868	Acq. 1872 In 1882 list; not in 1884 list
	24		0-6-6	Wm. Mason	547 1876	In 1882 list; not in 1884 list
	26		0-6-6	Wm. Mason	570 1876	In 1882 list; not in 1884 list
	31		4-4-0	Hinkley	1877	In 1882 list; not in 1884 list
	55		4-4-0	Manch.	902 1881	"A. G. Schuyven" In 1882 list; not in 1884 list
	56		4-4-0	Manch.	903 1881	"Charles Hugo" In 1882 list; not in 1884 list
	57		4-4-0	Manch.	904 1881	"S. C. Bennett" In 1882 list; not in 1884 list
	116		4-4-0	Schen.	1610 1882	In 1882 list; not in 1884 list

Locomotives of the N. Y. T. & M. Which Did Not Reach the 1885 List

NYT&M 1	NYC 177	Norris Bros.	1845	58-13x22	Acquired in 1881
NYT&M 2	NYC 178	Norris Bros.	1846	58-14x24	Acquired in 1881
NYT&M 3	NYC 4	Taunton	1850	54-15x20	Acquired in 1881
NYT&M 4	NYC 11	Locks & Canals	1851	54-16x22	Acquired in 1881
NYT&M 7		Manchester 1017	1881	56-17x24	Acquired in 1881
NYT&M 8		Manchester 1018	1881		

Locomotives of the San Antonio & Texas Gulf Not in the 1885 List

"Victoria" 4-4-0 Rogers 986 1861 60-13x22

Locomotives of the T. & N. O. Which Did Not Reach the 1885 Renumbering

T&NO 11	0-4-0	Baldwin	5183	1880	No record of disposal
1st 13	4-4-0	Baldwin	5325	1880	No record of disposal

**Locomotives of the Houston East & West Texas, and Houston & Texas Central Which
Were Not Taken in the S. P. Consolidation in 1910
Shreveport & Houston, and H. E. & W. T. 3 ft. Gauge Locomotives**

14	No record						
5	2-60	Porter-Bell	1881	—12x16			
6	2-60 Ex Bells Gap 2	Baldwin	3514 1873	36 —11x16	Sold to	Peterville Lbr. Co.	
7	2-60 "Homer"	Dickson	301 1881	36½—12x16			
8	2-60 "Nacogdoches"	Dickson	302 1881	36½—12x16			
9	2-60 "Shepherd"	Dickson	348 1882	36½—12x16			
10	2-60 "Lufkin"	Dickson	349 1882	36½—12x16			
11	4-40 "S. C. Timpson"	Dickson	434 1883	45—12x18			
12	4-40 "T. W. House"	Dickson	435 1883	45—12x18			
13	4-40 "Shreveport"	Dickson	511 1884	45—13x18			
14	4-40 "Keatchie"	Dickson	512 1884	45—13x18			
15	2-60	Brooks	855 1883	37—15x18	Ex	Connotton Valley 21	
16	2-60	Brooks	870 1883	37—15x18	Ex	Connotton Valley 25	
17	2-60	Brooks	864 1883	37—15x18	Ex	Connotton Valley 24	

Note: Engine 15 was sold by the Connotton Valley RR to the Shreveport & Houston in 1891 after having first operated on the Galveston & Western for a short time. Engines 16 and 17 seem to have been on these two roads also but information on #17 is obscure.

No. 15 was sold to J. J. White, McCord City, Miss. 4-1895

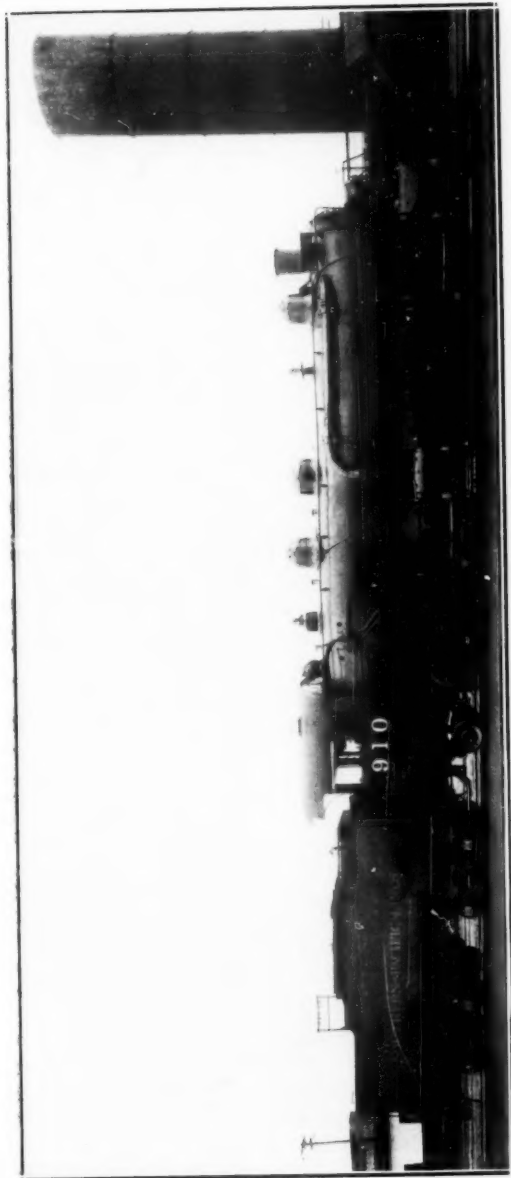
No. 16 was sold in 1895, buyer unknown

No. 17 was sold to T. L. Wackenby in 1894; to Cameron Lbr. Co. in 1897

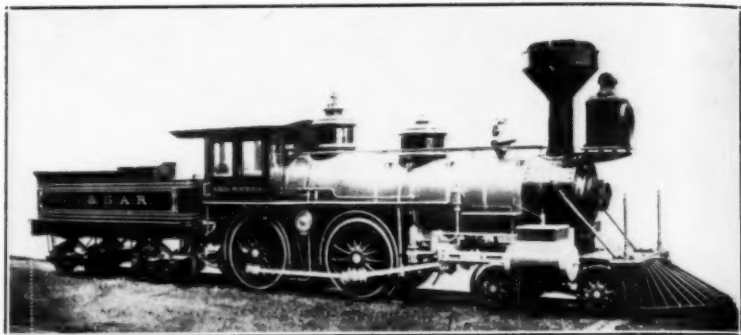
Houston & Texas Central—Std. Ga.

2nd	1	4-40 "Ebenezer Allen"	Dickson	191 1876	55¾—16x24		
2nd	2	4-40 "Paul Bremond"	Dickson	192 1876	55¾—16x24		
	3	4-40 "A. Groesbeck"	R. Norris	1858			
	4	4-40 "John Dawson"	R. Norris	1858	Reblt. Houston Shops		
	5	4-40 "Wm. M. Rice"	R. Norris	1858			
2nd	6	4-40 "W. J. Hutchins"	Dickson	193 1876	55¾—16x24		
2nd	7	4-40 "Cornelius Ennis"	Dickson	194 1876	55¾—16x24		
	8	4-40 "W. R. Baker"	Schen.	451 1867	66—15x22		
	9	4-40 "J. W. McDade"	Schen.	452 1867	66—15x22		
	10	4-40 "Jackson"	R. Norris	1860			
	11	4-40 "J. D. Giddings"	R. Norris	1860			
	12	4-40 "J. C. Paige"	Schen.	506 1868	54—15x22		
	13	4-40 "Van Alstyne"	Schen.	507 1868	60—15x22		
	14	4-40 "R. B. Schneider"	Schen.	543 1869	54—16x24		
	15	4-40 "T. M. Bagby"	Schen.	591 1869	54—15x22	To H&TC 2	
						Out by 1908	
	16	4-40 "Ashwell Smith"	Schen.	592 1869	54—15x22	To H&TC 3	
						Scr. 8-1908	
	17	4-40 "P. R. Peebles"	Schen.	593 1869	54—15x22	To H&TC 4	
						Scr. 4-1909	
1st	18	No record					
	19	4-40 "Wm. E. Dodge"	Schen.	642 1870	54—16x24		
	20	4-40 "F. A. Rice"	Schen.	643 1870	54—16x24		
	21	4-40 "Moses Taylor"	Schen.	644 1870	54—16x24		
	22	4-40 "Theo. Kosse"	Schen.	646 1870	54—16x24		
	23	4-40 "J. R. Morris"	Schen.	649 1870	54—16x24		
	24	4-40	Schen.	650 1870	54—16x24	First engine into	
						Austin	
	25	4-40 "B. A. Botts"	Schen.	651 1870	54—16x24		
	26	4-40 "Peter W. Gray"	Schen.	652 1870	54—16x24		
	27	4-40 "T. W. House"	Schen.	658 1870	54—16x24		
	28	4-40 "Wm. McCraven"	Schen.	659 1870	54—16x24		
	29	4-40 "B. A. Shepherd"	Schen.	660 1870	54—16x24		

30	4-4-0	"M. G. Howe"	Schen.	661	1870	54—16x24	
31	4-4-0	"John Hearn"	Rogers		1872		
32	4-4-0	"T. D. Wilson"	Rogers		1872		
33	4-4-0	"C. S. Longcope"	Rogers		1872		
34	4-4-0	"I. S. Roberts"	Rogers		1872		
35	4-4-0	"Dugal McAlpin"	Rogers		1872		
36	4-4-0	"John Kenedy"	Rogers		1872		
37	4-4-0	"T. J. Latham"	Rogers		1872		
38	4-4-0	"Henry Sampson"	Rogers		1872		
39	4-4-0	"Robert Brewster"	Rogers		1872		
40	4-4-0	"E. W. Cabe"	Rogers		1872		
41	4-4-0		Rogers	1416	1866	54—	Ex Washington County 1
42	4-4-0	"A. J. Burke"	D. Cooke	758	1871	16x24	
43	4-4-0	"E. H. Cushing"	D. Cooke	759	1871	16x24	
44	4-4-0		D. Cooke	766	1871	16x24	
45	4-4-0		Rogers	1973	1872	60—	To H&TC 11 Scr. 7-1906
46	4-4-0	"J. W. Cruse"	Rogers	1974	1872	60—	To H&TC 12 Scr. 9-1906
47	0-4-0		Rogers	1895	1872	48—	To 2nd 18—3rd 1— SP 2
48	4-4-0	"A. Beaton"	Rogers	2013	1872	60—15x22	To H&TC 13 Scr. 2-1903
49	4-4-0	"C. M. Winkler"	Rogers	2015	1872	60—15x22	To H&TC 14 Scr. 1-1909
50	4-4-0		Rogers	2020	1872	54—16x24	To H&TC 15 Scr. 12-1908
51	4-4-0		Rogers	2026	1872	54—16x24	To H&TC 16 Out by 1908
52	4-4-0		Rogers	2029	1872	54—16x24	To H&TC 17 Out by 1908
53	4-4-0		Rogers	2036	1872	54—16x24	To H&TC 18 Scr. 11-1908
54	4-4-0		Rogers	2043	1872	54—16x24	To H&TC 19 Sold to StLB&M 10-04
55	4-4-0		Rogers	2044	1872	54—16x24	To H&TC 20 Scr. 2-1903
56	4-4-0		Rogers	2060	1872	54—16x24	To H&TC 21 Out by 1908
57	4-4-0		Rogers	2163	1872	54—16x24	To H&TC 22 Out by 1908
58	4-4-0		Cooke	792	1872	54—16x24	
59	4-4-0		Cooke	793	1872	54—16x24	
60	4-4-0		Cooke	803	1872	54—16x24	
61	4-4-0		Cooke	815	1872	54—16x24	
62	4-4-0		Cooke	833	1873	54—16x24	To H&TC 5 Sold StLB&M 10-04
63	4-4-0		Cooke	842	1873	54—16x24	
64	4-4-0		Cooke	850	1873	54—16x24	To H&TC 6 Scr. 3-1909
65	4-4-0		Cooke	977	1874	54—16x24	To H&TC 7 Out by 1908
66	4-4-0		Cooke	978	1874	54—16x24	To H&TC 8 Scr. 11-04
67	0-4-0	"J. F. Crosby"	Cooke	825	1872	54—16x22	
68	2-6-0	"Jno. C. Gibson"	Baldwin	4643	1879	Ex Waxahatchie Tap RR #1	Out by 1889
69	4-4-0	"S. C. Timpson"	Dickson	195	1876	55¾—16x24	To H&TC 9 Scr. 6-04

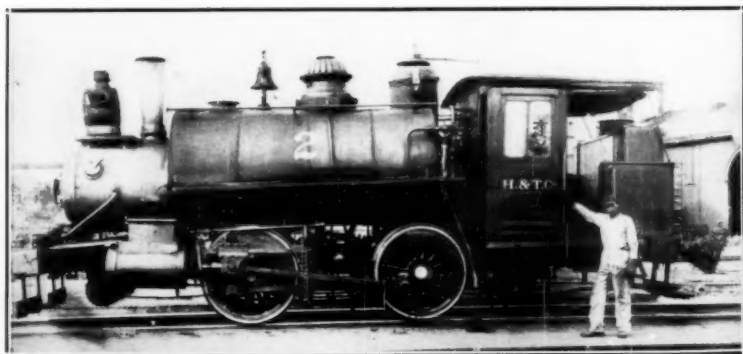


S. P. 910, Houston, Tex. 1926. MM-1, Baldwin 1910



Courtesy of C. E. Fisher

G. H. & S. A. Ry. "Marion Wentworth" 28. Hinkley, 1876. G. W. T. & P. 28. S. P. 678.



H. & T. C. 2. "Buffalo," Rogers, 1869. Orig. H. & T. C. 18; 3rd 1.

70	0-4-0	"Bison"	Dickson	197	18/6	50—15x24
71	4-4-0	"S. C. Ashe"	Dickson	196	1876	55¾—16x24 To H & TC 10 Out by 1908
72	Probably 2nd #1 renumb.					
73	4-4-0		Schen.	prior	1865	Bought from Wabash RR
74	4-4-0		Schen.	prior	1865	Bought from Wabash RR
75	4-4-0		Schen.	prior	1865	Bought from Wabash RR
89	4-6-0		Cooke	1788	1887	Sold to Austin & Northwestern in 1888
90	4-6-0		Cooke	1789	1887	Sold to Austin & Northwestern in 1888
91	4-6-0		Cooke	1790	1887	Sold to Austin & Northwestern in 1888
92	4-6-0		Cooke	1791	1887	Sold to Austin & Northwestern in 1888

Locomotives of the San Antonio & Aransas Pass R. R. Which Were Not on the Road at the Time of the S. P. Consolidation

3	2-4-4T	Baldwin	7690	1885	49-12x20-54000	"A. Belknap" Not in 1917 list
7	0-6-0	Baldwin	7698	1886	50-16x24-66000	"B. F. Yoakum"
8	4-4-0	Baldwin	8117	1886	62-16x24-70000	"President Loff" Not in 1917 list
9	4-4-0	Baldwin	8118	1886	62-16x24-70000	"E. P. Swenson" Not in 1917 list
10	4-4-0	Baldwin	8284	1886	62-16x24-70000	"Doctor F. Herff" Not in 1917 list
11	4-4-0	Baldwin	8288	1886	62-16x24-70000	"A. G. Schryver" Not in 1917 list
15	0-6-0	Baldwin	8298	1886	50-16x24-66000	"Ingleside" Not in 1917 list
30-26-1	4-4-0	Baldwin	7626	1885	62-16x24-70000	"San Antonio" Not in 1917 list
31-27-2	4-4-0	Baldwin	7628	1885	62-16x24-70000	"Aransas Pass" Out by 1925
32-20	4-4-0	Baldwin	8742	1887	62-16x24-70000	"John P. Nelson" Out by 1917
33-21	4-4-0	Baldwin	8743	1887	62-16x24-70000	"H. D. Kampmann" Out by 1925
34-22	4-4-0	Baldwin	8744	1887	62-16x24-70000	"A. C. Houston" Out by 1917
35-23	4-4-0	Baldwin	8745	1887	62-16x24-70000	"W. H. Maverick" Out by 1925
36-67	4-4-0	New York	606	1891	62-16x24-53428	Out by 1925
37-68	4-4-0	New York	607	1891	62-16x24-53428	Out by 1925
42-73	4-4-0	New York	612	1891	62-16x24-53428	Out by 1917
50	4-4-0	Baldwin		1898	62-18x24-64500	Acquired 1908 Out by 1925
51	4-4-0	Baldwin		1898	62-18x24-63400	Acquired 1908 Out by 1925
52	4-4-0	Baldwin		1898	62-18x24-67300	Acquired 1909 Out by 1917
53	4-4-0	Baldwin		1898	62-18x24-67300	Acquired 1909 Out by 1925
54	4-4-0	Baldwin		1898	62-18x24-64300	Acquired 1910 Out by 1925
55	4-4-0	Baldwin		1898	62-18x24-64300	Acquired 1910 Out by 1925
56	4-4-0	P&LE Shops		1898	62-18x24-64300	Acquired 1910 Out by 1925
100	0-6-0	Pittsburg		1900	50-18x24-96140	Acquired 1910 Out by 1925 Ex P&LE
101-4	2-6-0	Baldwin	7762	1885	50-18x24-82000	"M. Kenedy" Out by 1917
102-5	0-6-0	Baldwin	7765	1885	50-18x24-82000	"Sam Maverick" Out by 1917
103-6	2-6-0	Baldwin	7766	1885	50-18x24-82000	"Chas. Hugo" Out by 1917
104-12	2-6-0	Baldwin	8291	1886	50-18x24-82000	"Charles Schreiner" Out by 1917
105-13	2-6-0	Baldwin	8296	1886	50-18x24-82000	"Robt. C. Eckhardt" Out by 1925
106-14	2-6-0	Baldwin	8297	1886	50-18x24-82000	"Edward Mugge" Out by 1917

107-16	2-6-0	Baldwin	8638	1887	50-18x24-87000	"August Faltn"	Out by 1917
108-17	2-6-0	Baldwin	8655	1887	50-18x24-87000	"Richard King"	Out by 1917
109-18	2-6-0	Baldwin	8656	1887	50-18x24-87000	"A. C. Jones"	Out by 1925
110-19	2-6-0	Baldwin	8658	1887	50-18x24-87000	"Geo. W. Fulton, Jr."	Out by 1917
112-41	2-6-0	New York	384	1888	51-18x24-106750		Out by 1917
113-42	2-6-0	New York	385	1888	51-18x24-106750		Out by 1917
115-44	2-6-0	New York	387	1888	51-18x24-106750		Out by 1917
116-45	2-6-0	New York	388	1888	51-18x24-106750		Out by 1917
118-47	2-6-0	New York	390	1888	51-18x24-106750		Out by 1917
119-48	2-6-0	New York	391	1888	51-18x24-106750		Out by 1917
121-50	2-6-0	New York	393	1888	51-18x24-106750		Out by 1917
122-51	2-6-0	New York	394	1888	51-18x24-106750		Out by 1917
123-52	2-6-0	New York	516	1890	51-18x24-106750		Out by 1917
124-53	2-6-0	New York	517	1890	51-18x24-106750		Out by 1917
125-54	2-6-0	New York	518	1890	51-18x24-106750		Out by 1917
126-55	2-6-0	New York	519	1890	51-18x24-106750		Out by 1917
127-56	2-6-0	New York	520	1890	51-18x24-106750		Out by 1917
128-57	2-6-0	New York	521	1890	51-18x24-106750		Out by 1917
130-59	2-6-0	New York	523	1890	51-18x24-106750		Out by 1917
131-60	2-6-0	New York	524	1890	51-18x24-106750		Out by 1917
134-63	2-6-0	New York	527	1890	51-18x24-106750		Out by 1917
136-65	2-6-0	New York	529	1890	51-18x24-106750		Out by 1917
150	2-6-0	Rhode Island		1890	55-19x24-100000	Ex CHV&T	Out by 1925
151	2-6-0	Rhode Island	2401	1890	55-19x24-100000	Ex T&OC 352-CHV&T 91	Out by 1925
153	2-6-0	Rhode Island	2403	1890	55-19x24-100000	Ex T&OC 354-CHV&T 93	Out by 1925
156	2-6-0	Pittsburg		1892	55-19x24-101850	Ex CHV&T. Acq. 1910	Out by 1925
157	2-6-0	Pittsburg		1892	55-19x24-101850	Ex CHV&T. Acq. 1910	Out by 1925
163	2-6-0	Pittsburg		1892	55-19x24-101850	Ex CHV&T. Acq. 1910	Out by 1917
164	2-6-0	Pittsburg		1892	55-19x24-101850	Ex CHV&T. Acq. 1911	Out by 1925
167	2-6-0	Pittsburg		1892	55-19x24-101850	Ex CHV&T. Acq. 1911	Out by 1917

Locomotives of the Texas Midland RR. Not Taken Over by the S. P. in 1928

4	2-4-4	Baldwin	10026	1889	46-15x22		Scr. in 1928
105	4-4-0	Baldwin	5236	1880	56-16x24	Ex Tex. Cent. 105	Scr. prior 1928
1st 106	4-4-0	Baldwin	5270	1880	56-16x24	Ex Tex. Cent. 106	Scr. 1897
2nd 106	4-4-0	Schen.	4537	1897	62-17x24		Scr. in 1928
1st 107	4-4-0	Baldwin	5271	1880	56-16x24	Ex Tex. Cent. 107	Scr. prior 1897
2nd 107	4-4-0	Schen.	4498	1896	62-17x24		Scr. in 1928
108	4-4-0	Baldwin	5273	1880	56-16x24	Ex Tex. Cent. 108	Retired prior 1928
115	4-6-0	Schen.	4538	1897	56-18x24		Scr. in 1928
116	4-6-0	Schen.	4539	1897	56-18x24		Scr. in 1928

Locomotive of the Dayton-Goose Creek R. R. Not Taken Over by the S. P.

102	MKT 193-260	Richmond	2490	1895	56-19x24-124000-106800-170-23670		Scrapped by the S. P. 6-26-1926
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**The Locomotives of the New Orleans, Opelousas & Great Western R. R.
From Records of Mr. C. E. Fisher, Compiled in 1949
January 1855 Annual Report**

1	"Opelousas"	4-4-0	M. W. Baldwin	512	1853	60-13½x24	20 tons.	
							To ML&T #1	
2	"Natchitoches"	4-4-0	Niles & Co		11-1853		18 tons	
3	"Texas"	4-4-0	Niles & Co		11-1853		18 tons	
4	"Christopher Adams"	4-4-0	Rogers, K. & G.	421	1853	72-12½x22	24 tons	
							To ML&T 15	
5	"Great Western"	4-4-0	Rogers, K. & G.	451	1854	60-10½x20	17 tons	
							To ML&T 16	
6	"Louisiana"	4-4-0	Anderson & Co.		4-1854		25 tons	

Jan. 29, 1869 Report

"Christopher Adams"	4-4-0	Rogers, K. & G.	421	1853	24 tons	
"Opelousas"	4-4-0	Baldwin	512	1853	20 tons	
"Great Western"	4-4-0	Rogers, K. & G.	451	1854	17 tons	
"Natchitoches"	4-4-0	Niles & Co.		11-1853	18 tons	
"Texas"	4-4-0	Niles & Co.		11-1853	18 tons	
"Terrebonne"	4-4-0	Niles & Co.		9-1855	20 tons	
"Tiger"	0-4-0	Niles & Co.		9-1855	12 tons	
"Sabine"	4-4-0	Niles & Co.		6-1857	20 tons	
"New Orleans"	4-4-0	Niles & Co.		6-1857	20 tons	
"St. Mary"	4-4-0	Taunton		5-1859	20 tons 60-16x22	
"La Fourche"	4-4-0	Taunton		5-1859	20 tons 60-16x22	
"New Iberia"	4-4-0	Taunton		5-1859	20 tons 60-16x22	

The Supt. of the NOO&GW reports in 1869 that the first two engines, with various cars were removed by the U. S. Army to the Memphis & Little Rock R. R. and the "Great Western" went to the Brazos, Santiago & Brownsville R. R. The "Opelousas" is on the M&LR roster for 1871 and the "Christopher Adams" is listed by the U. S. Military R. R. authorities as on that road in 1865. The Supt. also states that during the army occupation, two engines were built in the Algiers Shops, the "Col. Holabird" and the "W. G. Hewes," both probably 4-4-0s. These were probably sold by the USMRR as they are not listed on the NOO&GW.

According to Andrew F. Muir, the "Louisiana" was purchased by the BBB&C in Texas in 1858, was in bad shape in 1862 and disappears by 1864.

C. E. F.

DIESEL-ELECTRIC LOCOMOTIVES

Yard Switchers Under 1000 HP

2	Plymouth	3676	1935	50000-190-12500	Class S	A-A
10	Schen.	69475	1941	197800-660-49500	Class DS-6	B-B
11	E. M. D.	1323	1941	197900-600-49500	Class DS-5	B-B
12-16	E. M. D.	17159-63	1953	232600-800-58150	Class DF-302	B-B
1000 HP or greater						
30-31	Schen.	69958-59	1943	231700-1000-7590	Class DS-105	B-B
32-33	Schen.	69962-63	1943			
34	1362 Schen.	69802	1943			
35	1363 Schen.	69803	1943			
36-38	Schen.	72701-03	1944			
39-42	Schen.	73919-22	1947			
43-47	Schen.	73926-30	1947			
48	Schen.	73933	1947			
49-53	Schen.	74966-70	1947			
54-61	Schen.	74974-81	1947			
62-71	Schen.	76751-60	1949			

72-88	E. M. D.	7317-33	1949	246580-1000-61645	Class DS-109	B-B
89-94	Schen.	77029-34	1950	229250-1000-57310	Class DS-105a	B-B
95-99	Schen.	79220-24	1951	229930-1000-57480	Class DS-111	B-B
100-104	Schen.	79334-38	1951			
105-07	Baldwin	75613-15	1952	238500-1200-59625	Class DS-112	B-B
108-12	E. M. D.	12865-69	1953	247350-1200-61835	Class DF-400	B-B
113-18	E. M. D.	19486-91	1954	249280-1200-62320	Class DF-401	B-B
119-20	Fbs. Morse	—	1955		Class DS-120	B-B

ALL PURPOSE

155-58	Schen.	80783-86	1953	326750-1600-81690	Class DF-119	C-C
159-69	Schen.	80791-801	1953			
170	Schen.	80213	1953	327100-1600-81775	Class DF-115	C-C
171-76	Schen.	80419-24	1953			
177-81	Baldwin	75335-39	1952	328300-1600-82075	Class DS-302	C-C
182-83	Baldwin	75343-44	1952	334000-1600-73500	Class DS-302	C-C Steam Gen.
184	Baldwin	75340	1952	329300-1600-82325	Class DS-302	C-C
185-86	Schen.	70425-26	1953	325970-1600-82490	Class DS-303	C-C
187-88	Baldwin	74267-68	1949	329000-1500-82250	Class DS-300	C-C
189-90	Baldwin	74667,77	1949	327800-1500-81950	Class DS-301	C-C

PASSENGER CAB UNITS

Class DP-6 A1A-A1A

200-211	Schen.	77085-96	1949	308870-2000-51480	Nos. 204 & 205 renumbered 6055 & 6056 10-26-1955	
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ALL PURPOSE

240-49	E. M. D.	19472-81	1954	255600-1750-63900	Class DF-601	B-B
280-83	E. M. D.	19482-85	1954	256800-1750-64200	Class DF-602	B-B
	Dual Cab Controls.		Steam Gen.			

ROAD FREIGHT-CAB UNITS

Class DF-1 B-B

300	6100	6100A	E. M. D.	4502	1947	234600-1500-58650
301	6101	6100D	E. M. D.	4503	1947	
302	6102	6101A	E. M. D.	4504	1947	
303	6103	6101D	E. M. D.	4505	1947	
304	6104	6102A	E. M. D.	4506	1947	
305	6105	6102D	E. M. D.	4507	1947	
306	6106	6104A	E. M. D.	4510	1947	
307	6107	6104D	E. M. D.	4511	1947	
308	6108	6103A	E. M. D.	4508	1947	
309	6109	6103D	E. M. D.	4509	1947	
310	6110	6105A	E. M. D.	4512	1947	
311	6111	6105D	E. M. D.	4513	1947	
312	6112	6106A	E. M. D.	4514	1947	
313	6113	6106D	E. M. D.	4515	1947	
314	6114	6107A	E. M. D.	4516	1948	
315	6115	6107D	E. M. D.	4517	1948	
316	6116	6108A	E. M. D.	4518	1948	23460-1500-58650
317	6117	6108D	E. M. D.	4519	1948	
318	6118	6109A	E. M. D.	4520	1948	
319	6119	6109D	E. M. D.	4521	1948	
320	6120	6110A	E. M. D.	4522	1948	Reblt. to #601
321	6121	6110D	E. M. D.	4523	1948	
322	6136	6118A	E. M. D.	4538	1948	

325	6137	6118D	E. M. D.	4539	1948	Reblt. to #600
324	6124	6112A	E. M. D.	4526	1948	Reblt. to #602
325	6125	6112D	E. M. D.	4527	1948	
326	6122	6111A	E. M. D.	4524	1948	
327	6123	6111D	E. M. D.	4525	1948	
328	6132	6116A	E. M. D.	4534	1948	
329	6133	6116D	E. M. D.	4535	1948	
330	6126	6113A	E. M. D.	4528	1948	
331	6127	6113D	E. M. D.	4529	1948	
332	6128	6114A	E. M. D.	4530	1948	
333	6129	6114D	E. M. D.	4531	1948	
334	6130	6115A	E. M. D.	4532	1948	
335	6131	6115D	E. M. D.	4533	1948	
336	6134	6117A	E. M. D.	4536	1948	
337	6135	6117D	E. M. D.	4537	1948	

Class DF-4 B-B

336	6187	6143F	E. M. D.	6950	1949	237300-1500-59325
339	6189	6144F	E. M. D.	6952	1949	
340	6188	6144A	E. M. D.	6951	1949	
341	6221	6160F	E. M. D.	7107	1949	
342	6212	6156A	E. M. D.	6975	1949	
343	6205	6152F	E. M. D.	6968	1949	
344	6200	6150A	E. M. D.	6963	1949	
345	6198	6149A	E. M. D.	6961	1949	
346	6220	6160A	E. M. D.	7106	1949	
347	6199	6149F	E. M. D.	6962	1949	
348	6197	6148F	E. M. D.	6960	1949	
349	6213	6156F	E. M. D.	6976	1949	
350	6196	6148A	E. M. D.	6959	1949	
351	6201	6150F	E. M. D.	6964	1949	
352	6186	6143A	E. M. D.	6949	1949	
353	6204	6152A	E. M. D.	6967	1949	

Class DF-9 B-B

354-63		E. M. D.	17208-17	1953	248450-1500-62115
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Class DF-11 B-B

364-81		E. M. D.	18357-74	1953	248220-1500-62035
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Class DF-600 B-B All purpose

400-10		E. M. D.	19461-71	1954	253400-1750-63350
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Class DF-604 B-B All purpose

411-16		E. M. D.	19992-97	1954	252160-1750-63040
417-28		E. M. D.	19965-76	1955	
429-38		E. M. D.	—	1956	GP-9s DF-607

DE Road Freight—Booster Units

Class DF-1a B-B

500	8000	6100B	E. M. D.	4542	1947	227350-1500-56850
501	8001	6100C	E. M. D.	4543	1947	
502	8002	6101B	E. M. D.	4544	1947	
503	8003	6101C	E. M. D.	4545	1947	
504	8004	6102B	E. M. D.	4546	1947	
505	8005	6102C	E. M. D.	4547	1947	
506	8006	6104B	E. M. D.	4550	1947	

507	8007	6104C	E. M. D.	4551	1947	
508	8008	6103B	E. M. D.	4548	1947	
509	8009	6103C	E. M. D.	4549	1947	
510	8010	6105B	E. M. D.	4552	1947	
511	8011	6105C	E. M. D.	4553	1947	
512	8012	6106B	E. M. D.	4554	1947	
513	8013	6106C	E. M. D.	4555	1947	
514	8014	6107B	E. M. D.	4556	1948	
515	8015	6107C	E. M. D.	4557	1948	
516	8016	6108B	E. M. D.	4558	1948	Rebtl. to 1750 HP #700 12-54
517	8017	6108C	E. M. D.	4559	1948	Rebtl. to 1750 HP #701 12-54
518	8018	6109B	E. M. D.	4560	1948	Rebtl. to 1750 HP #702 1-55
519	8019	6109C	E. M. D.	4561	1948	
520	8020	6110B	E. M. D.	4562	1948	
521	8021	6110C	E. M. D.	4563	1948	Rebtl. to 1750 HP #703 1-55
522	8036	6118B	E. M. D.	4578	1948	Rebtl. to 1750 HP #704 3-55
523	8037	6118C	E. M. D.	4579	1948	Rebtl. to 1750 HP #705 3-55
524	8024	6112B	E. M. D.	4566	1948	
525	8025	6112C	E. M. D.	4567	1948	

Class DF-4a B-B

526	8101	6150C	E. M. D.	8188	1949	247400-1500-61850
527	8087	6143C	E. M. D.	7133	1949	Steam Gen.
528	8112	6156B	E. M. D.	8199	1949	
529	8104	6152B	E. M. D.	8191	1949	Steam Gen.
530	8096	6148B	E. M. D.	7142	1949	
531	8120	6160B	E. M. D.	8207	1949	
532	8121	6160C	E. M. D.	8208	1949	
533	8099	6149C	E. M. D.	7145	1949	
534	8086	6143B	E. M. D.	7132	1949	
535	8089	6144C	E. M. D.	7135	1949	
536	8105	6152C	E. M. D.	8192	1949	
537	8100	6150B	E. M. D.	8187	1949	
538	8098	6149B	E. M. D.	7144	1949	
539	8113	6156C	E. M. D.	8200	1949	
540	8088	6144B	E. M. D.	7134	1949	
541	8097	6148C	E. M. D.	7143	1949	

Class DF-10 B-B

542-45	E. M. D.	17220-23	1953	251800-1500-62950	Steam Gen.
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Class DF-9a B-B

546-47	E. M. D.	17218-19	1953	246250-1500-61565	
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Class DF-10 B-B

548-53	E. M. D.	18375-80	1953	245610-1500-61400	
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DE Road Freight—Cab Units B-B

600	323	6137	6118D	E. M. D.	4539	1948	Rebtl. 12-54	248050-1750-62010
601	320	6120	6110A	E. M. D.	4522	1948	Rebtl. 12-54	
602	324	6124	6112A	E. M. D.	4526	1948	Rebtl. 12-54	

DE Road Freight—Booster Units B-B

700	516	8016	6108B	E. M. D.	4558	1948	Rebtl. 12-54	248050-1750-62010
701	517	8017	6108C	E. M. D.	4559	1948	Rebtl. 12-54	
702	518	8018	6109B	E. M. D.	4560	1948	Rebtl. 1-55	
703	521	8021	6110C	E. M. D.	4563	1948	Rebtl. 1-55	
704	522	8036	6118B	E. M. D.	4578	1948	Rebtl. 3-55	
705	523	8037	6118C	E. M. D.	4579	1948	Rebtl. 3-55	

PART 2

LOCOMOTIVES OF THE PACIFIC SYSTEM—LINES WEST OF EL PASO, TEXAS 1863-1955

1901	1891	Previous	Builder	Constr. No.	No.	Final Disposition and Remarks
Odd Class 4-2-4 54—11x15—39000—18000—125—3571						
1001	1001	SP-1 CP-3	Cooke	1863	Renumb. SP-1 and preserved as relic	Stored at Sacramento
Odd Class 0-4-0 48—14x22—52000—100—7636						
1002	1114	CalP 1	Wm. Mason	245	1867	Sold to Calif. Wn. #6 12-15-06
Odd Class 4-4-2T 54—14x24—58000—34800—120—8886						
1003	1003	CP 41	R. Norris	1868	Conv. to Shop Sw. SS-1	4-1-05 Scr. 2-06
Odd Class 2-4-2T 54—15x22—70000—47500—125—9740						
1004	1157	SP 72	C. P. Shops (reblt)	1883	Orig. bldr. unknown	Scr. 3-31-05
Odd Class 2-4-2T 48—15x22—74000—47500—125—10960						
1005	1158	SP 383	Baldwin	9780	1889	Sold Dolbeer & Carson Lbr. Co. 4-22-05
1006	1159	SP 384	Baldwin	10253	1889	Conv. to Shop Sw. SS-2, later SPMW #569
Old Class 4-4-2T 54—14x24—79600—51700—120—8886						
1007	1007	CP 40	R. Norris	1868	Scr. 6-17-1901	
Odd Class 4-4-0 56—15x22—64700—38450—125—9392						
1008	2nd	1202 1427 Ore. 11 NR 1021				
	S&P 3	CP 104	Rogers	1868	Conv. to Shop Sw. SS-3	4-1-1905 Scr. 5-15
Odd Class 0-4-0 40½—9x15—31020—110—2805						
1009	1204	OT 2	Baldwin	4226	1877	Conv. to Shop Sw. SS-4 4-1-05, later SPMW 218
Odd Class 2-4-2T 48—15x22—74000—49500—125—10960						
1010	1010	SP 80	Baldwin	7245	1884	Conv. to Shop Sw. Sac. 2nd #1 4-1-05
Odd Class 0-4-0 51—15x24—52700—120—10800						
1011	1011	O&C 43	Baldwin	6755	1883	Sold to Independence & Monmouth 3-14-05
Odd Class 0-6-0T 57—18x24—93500—125—14495						
1012	2009	1543	CP 75	Cooke	1868	Scr. 5-1903
Odd Class 0-6-0T 48—17x22—73800—115—12948						
1013	1013	CP 27	Cooke	1867	Scr. 8-3-1906	
Class S-2 0-6-0 51—18x24—83400—130—16850						
(A)—105600—160—20740						
(B)—103050—160—20740						
1014	SP 295		Rhode Is.	1991	1888	Scr. 5-6-1923
1015	SP 296		Rhode Is.	1992	1888	Renumb. SPMW #211 12-31-35 Scr. 2-14-41
1016	SP 297		Rhode Is.	1993	1888	Scr. 5-16-1923
1017	SP 298		Rhode Is.	1994	1888	Scr. 12-17-1921

1018	SP 299	Rhode Is.	1995	1888	Sold to Union Rock Co. #25 8-21-1924
1019	SP 300	Rhode Is.	1996	1888	(A) Scr. 4-21-1934
1020	SP 301	Rhode Is.	1997	1888	Renumb. SPMW #619 10-21 Scr. 8-16-48
1021	SP 302	Rhode Is.	1998	1888	(B) Scr. 4-8-1935
1022	SP 303	Rhode Is.	1999	1888	Scr. 5-29-1929
1023	SP 304	Rhode Is.	2000	1888	Scr. 9-24-1924

Class S-1 0-6-0 51—18x24—87450—130—16850 (1034-47—weighed 91875)

1024	SP 305	Schen	2641	1888	Renumb. SPMW #212 12-35 Scr. 2-8-41
1025	SP 306	Schen.	2642	1888	Scr. 6-28-1928
1026	SP 307	Schen.	2643	1888	Scr. 7-14-1928
1027	SP 308	Schen.	2644	1888	Renumb. SPMW #564 9-1917
1028	SP 309	Schen.	2645	1888	Scr. 7-21-1925
1029	SP 310	Schen.	2646	1888	Renumb. SPMW #214 12-31-35 Scr. 2-8-41
1030	SP 311	Schen.	2647	1888	Scr. 6-30-1919
1031	SP 312	Schen.	2648	1888	Renumb. SPMW #578 11-14-19 Scr. 10-39
1032	SP 313	Schen.	2649	1888	Scr. 4-20-1910
1033	SP 314	Schen.	2650	1888	Scr. 12-7-1929
1034		Schen.	3494	1891	Scr. 9-17-1926
1035		Schen.	3495	1891	Scr. 6-30-1916
1036		Schen.	3496	1891	Scr. 5-21-1912
1037	NR 1037 SP 1037	Schen.	3497	1891	Scr. 4-20-1914
1038	NR 1038 SP 1038	Schen.	3498	1891	Scr. 7-11-1929
1039	NR 1039 SP 1039	Schen.	3499	1891	Scr. 10-3-1924
1040		Schen.	4132	1893	Renumb. SPMW #567 12-35 Scr. 5-1937
1041		Schen.	4133	1893	Renumb. SPMW #620 12-28 Scr. 5-18-53
1042		Schen.	4134	1893	Scr. 9-24-1924
1043		Schen.	4135	1893	Scr. 10-22-1929
1044		Schen.	4136	1893	Scr. 5-23-1934
1045		Schen.	4137	1893	Scr. 3-14-1923
1046		Schen.	4138	1893	Sold to SD&A #2 11-23-20 Scr. 4-1940
1047		Schen.	4139	1893	Scr. 4-26-1923

Class S-3 Old Class BC 0-6-0 Orig. 4-6-0s rebuilt at Sacto. Shops
Dimensions were (A) 57—18x24—78800—130—18150
(B) 54—18x24—71500—125—15300
(C) 60—18x24—88500—145—16820

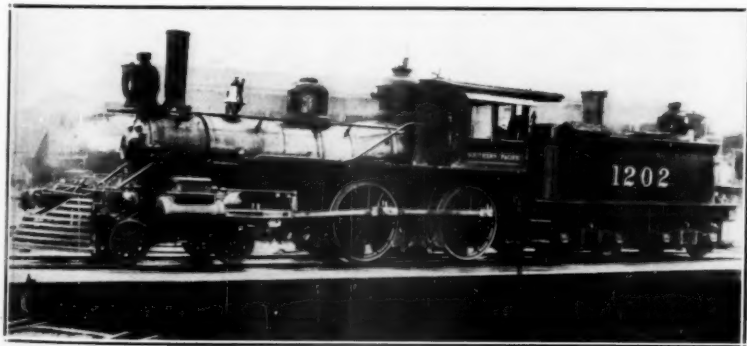
Total wt. approx.—Weights varied between engines. No two were exactly alike.

1048	1523	CP 20	McKay & Aldus	1866	Reblt.	1-1895 (A)	Scr. 7-21-1926
1049	1551	CP 90	Rhode Is.	58	1868	Reblt.	1-1895 (A) Scr. 6-27-1906
1050	1553	CP 92	Rhode Is.	60	1868	Reblt.	1-1895 (A) Sold to Slade Lbr. Co. #2 5-1-06
1051	1526	CP 23	McKay & Aldus	1866	Reblt.	1-1896 (A)	Sold to Tujunga Rock Co. 2-18-10
1052	1531	CP 45	McKay & Aldus	1867	Reblt.	2-1896 (A)	Scr. 6-30-1919
1053	1579	CP 214	Cooke	1030	1876	Reblt.	2-1896 (A) Scr. 11-4-1920
1054	1510	CP 12	Wm. Mason	217	1865	Reblt.	2-1896 (A) Scr. 6-22-1906
1055	1524	CP 21	McKay & Aldus	1866	Reblt.	3-1896 (A)	Sold Amador Cent. #4 9-8-49

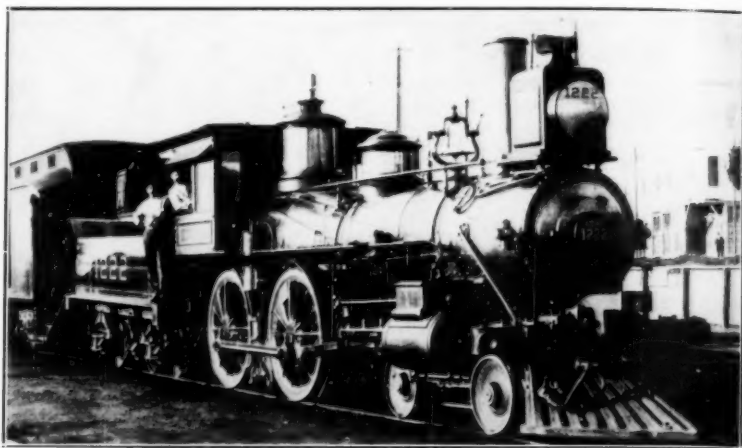


Courtesy of R. H. McFarland

S. P. 1040, San Francisco, 1935. S-1. Schenectady, 1893.



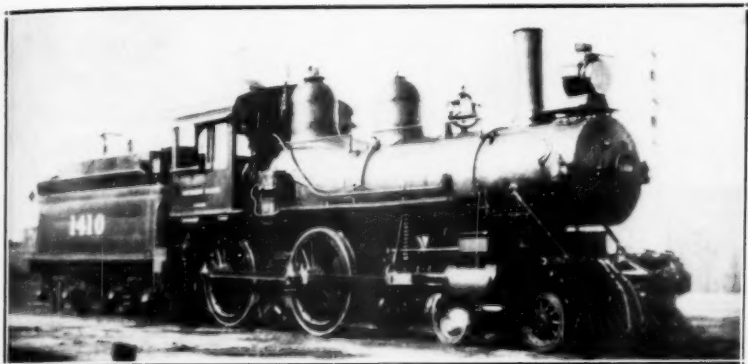
S. P. 2nd 1202, Los Angeles, 1904. Baldwin 1887. Ex. Santa Ana & Newport Beach 4.



S. P. 1222. Old Class "CT". Rhode Island, 1868. Ex. Central Pacific 155.

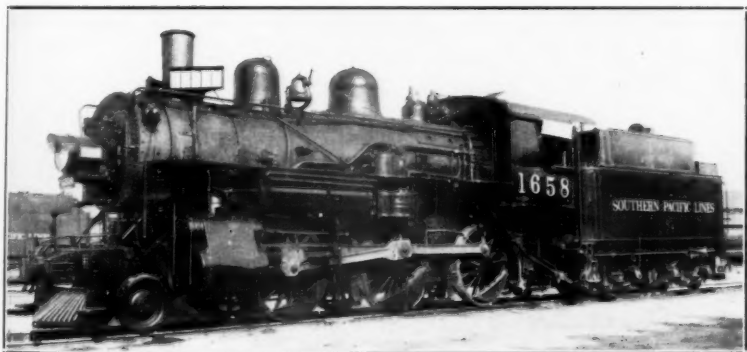


S. P. 1309, Los Angeles, 1932. SE-4. S. P. Shops, Sacramento 1930.
Boiler from 4-4-2 Locomotive 3056; later 1404.

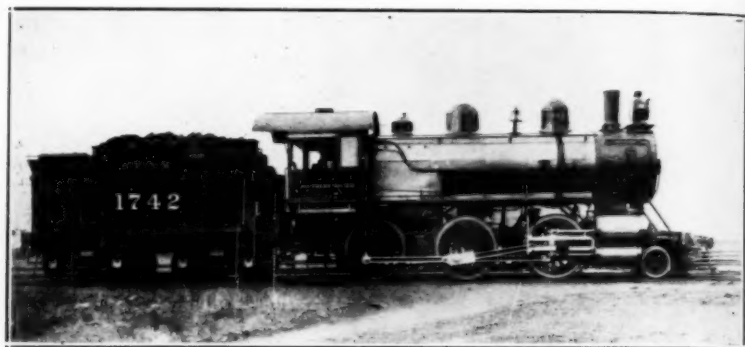


Courtesy of R. H. McFarland

S. P. 1410, Oakland, 1906. E-6. Cooke, 1888. Ex. Northern Ry. 1008.



S. P. 1658, Los Angeles, 1939. M-4. Cooke, 1899. Ex. 1460.



S. P. 1742, Sacramento, 1901. Old Class "EP." Baldwin, 1901. Later Rebuilt Simple.



S. P. 1838, Los Angeles, 1939. M-21. S. P. Co., Houston, 1928. Ex S. P. 521; S. P. deM 2nd 521.

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1056	1571	CP 206	Cooke	1022	1876	Reblt.	3-1896 (A)	Scr.	2-4-1918
1057	1572	CP 207	Cooke	1023	1876	Reblt.	3-1896 (A)	Scr.	8-10-1912
1058	1550	CP 89	Rhode Is.	57	1868	Reblt.	2-1897 (A)	Scr.	6-30-1919
1059	1552	CP 91	Rhode Is.	59	1868	Reblt.	2-1897 (A)	Scr.	2-27-1911
1060	1530	CP 44 McKay & Aldus			1867	Reblt.	6-1897 (A)	Scr.	12-31-1910
1061	1564	CP 199	Schen.	991	1875	Reblt.	9-1897 (A)	Scr.	5-21-1912
1062	1599	SP 44	Schen.	1015	1876	Reblt.	9-1897 (A)	Scr.	2-10-1913
1063	1591	SP 30	Cooke	1365	1882	Reblt.	9-1897 (A)	Scr.	6-20-1913
1064	1600	SP 50	Cooke	1366	1882	Reblt.	9-1897 (C)	Scr.	7-2-1919
1065	1527	CP 24 McKay & Aldus			1866	Reblt.	11-1897 (A)	Sold	6-9-1909
1066	1576	CP 211	Cooke	1027	1876	Reblt.	5-1899 (B)	Scr.	6-20-1913
1067	1549	CP 88	Rhode Is.	56	1868	Reblt.	9-1899 (B)	Scr.	7-22-1909
1068	1555	CP 190	Schen	982	1875	Reblt.	9-1899 (A)	Sold Union Rock Co.	10-20-27
1069	1666	SP 188-29	Rogers	2860	1881	Reblt.	11-1899 (B)	Scr.	2-10-1913
1070	1668	SP 190-31	Rogers	2866	1881	Reblt.	11-1899 (A)	Renumb. Los. Ang. Sh.	#9 1-13-15
1071	1528	CP 38 McKay & Aldus			1867	Reblt.	11-1899 (B)	Sold Crescent City RR	#1 2-5-10
1072	1590	SP 166-7	Schen.	1375	1881	Reblt.	4-1900 (A)	Renumb. SPMW	#216 12-31-35
1073	1596	SP 41	Schen.	1012	1876	Reblt.	4-1900 (B)	Scr.	10-25-1913
1074	2103	1659 SP 181-22	Rogers	2842	1881	Reblt.	11-1901 (A)	Scr.	6-29-1910
1075	2106	1662 SP 184-25	Rogers	2845	1881	Reblt.	2-1902 (A)	Scr.	9-30-1926
1076	2110	1672 SP 194-35	Rogers	2877	1881	Reblt.	7-1902 (A)	Sold Union Rock Co.	11-20-25

Note: Engines 1069, 1070, 1072 and 1074-76 were S. P. of N. M. when built; their original road numbers follow the first S. P. System number. Engine 1071 became Riverside, Rialto & Pacific #1 in January 1915; scrapped 1930.

Class S-5 0-6-0 57—19x26—129900—180—25190

1077	Baldwin	19478	1901	Scr.	3-31-1934
1078	Baldwin	19479	1901	Scr.	1-22-1934
1079	Baldwin	19480	1901	Reblt. SPMW #208	8-17-1939
1080	Baldwin	19481	1901	Scr.	11-24-1933
1081	Baldwin	19482	1901	Scr.	11-24-1933
1082	Baldwin	19483	1901	Sold to C. R. Y. & P. #1 (SPdeM #1)	8-15-1907
1083	Baldwin	19484	1901	Scr.	9-5-1934
1084	Baldwin	19485	1901	Scr.	9-5-1934
1085	Baldwin	19486	1901	Sold Spreckels Sugar Co.	6-27-30 Scr. 10-10-51
1086	Baldwin	19487	1901	Scr.	5-11-1934
1087	Baldwin	19488	1901	Scr.	7-3-1934
1088	Baldwin	19515	1901	Scr.	11-23-1940
1089	Baldwin	19516	1901	Scr.	9-5-1934
1090	Baldwin	19530	1901	Scr.	11-19-1940
1091	Baldwin	19531	1901	Scr.	11-16-1935
1092	Baldwin	20865	1902	Scr.	12-22-1933
1093	Baldwin	20877	1902	Scr.	10-23-1935
1094	Baldwin	20878	1902	Scr.	11-29-1935
1095	Baldwin	20899	1902	Scr.	12-12-1936
1096	Baldwin	20900	1902	Sold to SD&AE #3	7-21-1936 See Note A
1097	Baldwin	20901	1902	Reblt. SPMW #209	12-31-35 Scr. 11-20-40
1098	Baldwin	20902	1902	Scr.	9-5-1934
1099	Baldwin	20932	1902	Sold to C. R. Y. & P. #2	8-1907 (SPdeM #2)
1100	Baldwin	20939	1902	Sold Spreckels Sugar Co.	7-10-30
1101	Baldwin	20960	1902	Scr.	2-6-1936

Note "A"—Became Harbor Belt Line #3 10-1940; Pac. Elect. #1508 5-1941 Scr. 4-22-1947

Class S-6 0-6-0 57—19x26—135700—180—25190

1102	Baldwin	22461	1903	Retired to Sta. Boiler Serv., Sacto. 12-2-1938
1103	Baldwin	22477	1903	Ser. 10-24-1935
1104	Baldwin	22478	1903	Ser. 12-7-1935
1105	Baldwin	22521	1903	Ser. 12-23-1935
1106	Baldwin	22578	1903	Ser. 10-24-1935

Class S-5 0-6-0 57—19x26—131250—180—25190

1107	Baldwin	22504	1903	Ser. 11-18-1935
1108	Baldwin	22505	1903	Rebld. SPMW 2nd #567 2-6-1940
1109	Baldwin	22517	1903	Rebld. SPMW #565 9-1-1939
1110	Baldwin	22523	1903	Rebld. SPMW 2nd #568 2-28-1946
1111	Baldwin	22528	1903	Ser. 11-24-1933

Class S-7 0-6-0 57—20x26—150000—180—27920

1112	Schen.	30021	1904	Sold for scrap 8-21-1951
1113	Schen.	30022	1904	Sold for scrap 10-23-1951
1114	Schen.	30023	1904	Ser. 9-13-1935
1115	Schen.	30024	1904	Ser. 2-17-1949
1116	Schen.	30025	1904	Ser. 8-30-1951
1117	Schen.	30026	1904	Ser. 4-6-1949
1118	Schen.	30027	1904	Ser. 6-30-1953
1119	Schen.	30028	1904	Ser. 12-29-1950
1120	Schen.	30029	1904	Ser. 5-9-1949
1121	Schen.	30030	1904	Ser. 11-8-1950

Class S-8 0-6-0 51—19x26—140000—175—27380

1122	Baldwin	27516	1906	Ser. 4-19-1940
1123	Baldwin	27517	1906	Leased to Pac. El. #1506 12-27-38. Ser. 11-14-49
1124	Baldwin	27518	1906	Sold for scrap 1-21-1952
1125	Baldwin	27532	1906	Sold for scrap 1-22-1952
1126	Baldwin	27533	1906	Ser. 4-27-1940
1127	Baldwin	27534	1906	Ser. 3-24-1948
1128	Baldwin	27535	1906	Ser. 11-7-1949
1129	Baldwin	27536	1906	Ser. 12-15-1949
1130	Baldwin	27537	1906	Ser. 7-24-1951
1131	Baldwin	27553	1906	Ser. 7-11-1949
1132	Baldwin	27554	1906	Ser. 8-14-1950
1133	Baldwin	27555	1906	Ser. 8-14-1951
1134	Baldwin	29051	1906	Ser. 7-17-1951
1135	Baldwin	29093	1906	Ser. 12-19-1949
1136	Baldwin	29114	1906	Ser. 4-6-1949
1137	Baldwin	29121	1906	Ser. 12-8-1949
1138	Baldwin	29122	1906	Ser. 9-30-1946
1139	Baldwin	29138	1906	Leased to Pac. El. #1505 12-1-38. Ser. 3-24-1947
1140	Baldwin	29144	1906	Ser. 12-16-1940
1141	Baldwin	29145	1906	Ser. 9-28-1948
1142	Baldwin	29146	1906	Ser. 8-16-1948
1143	Baldwin	29147	1906	Ser. 8-18-1939
1144	Baldwin	29176	1906	Ser. 12-14-1940
1145	Baldwin	29181	1906	Ser. 10-27-1952
1146	Baldwin	29214	1906	Leased to Pac. El. #1507 6-1-39. Ser. 10-14-1947
1147	Baldwin	29215	1906	Ser. 12-30-1949
1148	Baldwin	30609	1907	Ser. 6-17-1940
1149	Baldwin	30610	1907	Ser. 10-9-1948
1150	Baldwin	30611	1907	Ser. 10-9-1947
1151	Baldwin	30612	1907	Ser. 4-21-1949
1152	Baldwin	30470	1907	Ser. 11-11-1947

1153	Baldwin	30471	1907	Scr. 11-30-1949
1154	Baldwin	30477	1907	Scr. 10-18-1951
1155	Baldwin	30478	1907	Reblt. 0-6-0T SPMW #569 12-26-1947
1156	Baldwin	30479	1907	Scr. 1-20-1949
1157	Baldwin	30514	1907	Scr. 10-12-1946
1158	Baldwin	30504	1907	Scr. 3-19-1949
1159	Baldwin	30505	1907	Scr. 7-10-1951
1160	Baldwin	30506	1907	Scr. 6-16-1947
1161	Baldwin	30507	1907	Scr. 1-3-1949
1162	Baldwin	30515	1907	Reblt. 0-6-0T SPMW #220 12-31-1935
1163	Baldwin	30516	1907	Scr. 5-16-1949
1164	Baldwin	30517	1907	Scr. 11-4-1948
1165	Baldwin	30525	1907	Scr. 6-13-1940
1166	Baldwin	30526	1907	Scr. 2-28-1950
1167	Baldwin	30553	1907	Sold for scrap 7-10-1951
1168	Baldwin	30554	1907	Scr. 11-11-1947
1169	Baldwin	30574	1907	Scr. 6-7-1947
1170	Baldwin	30582	1907	Scr. 6-28-1947
1171	Baldwin	30583	1907	Scr. 9-22-1954
1172	Baldwin	30584	1907	Scr. 5-29-1950
1173	Baldwin	30585	1907	Scr. 3-24-1949
1174	Baldwin	30679	1907	Scr. 10-30-1950
1175	Brooks	45083	1908	Scr. 6-7-1947
1176	Brooks	45084	1908	Scr. 8-17-1948
1177	Brooks	45085	1908	Scr. 1-4-1952
1178	Brooks	45086	1908	Scr. 1-10-1951
1179	Baldwin	33790	1909	Sold for scrap 8-31-1951
1180	Baldwin	33791	1909	Scr. 8-3-1950
1181	Baldwin	36556	1911	Scr. 10-9-1948
1182	Baldwin	36566	1911	Scr. 11-11-1948
1183	Baldwin	36547	1911	Sold for scrap 10-23-1951
1184	Baldwin	36548	1911	Scr. 8-14-1950
1185	Baldwin	36549	1911	Scr. 6-15-1950
1186	Baldwin	36550	1911	Scr. 2-12-1952
1187	Baldwin	36551	1911	Sold for scrap 1-22-1952
1188	Baldwin	36552	1911	Scr. 5-7-1949
1189	Baldwin	36553	1911	Scr. 5-24-1940
1190	Baldwin	36554	1911	Scr. 1-18-1952
1191	Baldwin	36555	1911	Reblt. SPMW #572 8-12-1948
1192	Baldwin	36567	1911	Scr. 12-31-1935
1193	Baldwin	36568	1911	Scr. 4-21-1949
1194	Baldwin	36569	1911	Scr. 9-4-1951

Class S-9 0-6-0 51—19x26—145000—190—29720

1195	Baldwin	38019	1912	Scr. 8-30-1946
1196	Baldwin	38020	1912	Scr. 10-17-1949
1197	Baldwin	38021	1912	Scr. 12-29-1950
1198	Baldwin	38022	1912	Scr. 9-17-1947
1199	Baldwin	38023	1912	Scr. 11-8-1950
1200	Baldwin	38024	1912	Sold for scrap 5-24-1950
1201	Baldwin	38025	1912	Scr. 9-13-1951
1202	Baldwin	38026	1912	Scr. 4-21-1949
1203	Baldwin	38027	1912	Scr. 3-22-1947
1204	Baldwin	38028	1912	Scr. 10-7-1951
1205	Baldwin	38029	1912	Scr. 3-11-1949
1206	Baldwin	38030	1912	Scr. 7-24-1951
1207	Baldwin	38031	1912	Scr. 10-1-1951
1208	Baldwin	38032	1912	Scr. 12-7-1949
1209	Baldwin	38018	1912	Scr. 11-15-1948

Class S-10 0-6-0 51—19x26—154600—190—29720

1210-1214	Baldwin	39780-4	1913	1215-1221	Baldwin	39832-8	1913
1212	sold for scr.	4-27-1955		1220	scr.	7-2-1954	

Class S-11 0-6-0 51—19x26—147900—190—29720

1222-1225	Lima	1489-92	1914	1226-1231	Lima	1493-98	1915
1222	scr.	7-14-1853		1223	scr.	2-16-1955	

Class S-10 0-6-0 51—19x26—154600—190—29720

1232	Baldwin	49004	1918	1241	Baldwin	49423	1918
1233-1235	Baldwin	49160-2	1918	1242-1243	Baldwin	49485-6	1918
1236-1237	Baldwin	49244-5	1918	1244-1245	Baldwin	49642-3	1918
1238-1239	Baldwin	49304-5	1918	1246	Baldwin	49652	1918
1240	Baldwin	49366	1918	1241	scr.	5-4-1955	
1232	sold for scr.	10-11-1954		1242	sold for scr.	3-9-1955	
1235	scr.	5-13-1955		1244	scr.	8-26-1953	
1236	retired	6-9-1955		1245	scr.	4-21-1954	
1239	Scr.	4-7-1955		1246	scr.	7-28-1953	
1240	scr.	5-22-1953					

Class S-12 0-6-0 57—20x26—153000—200—31020

1247-1254	S. P. Shops, Sacto.	101-108	1919	1256	scr.	2-5-1953	
1255-1256	S. P. Shops, Sacto.	109-110	1920	1257	scr.	4-27-1954	
1257-1262	S. P. Shops, L. A.	7- 12	1921	1262	sold for scr.	7-6-1954	
1263-1278	S. P. Shops, Sacto.	117-132	1921	1263	scr.	7-15-1952	
1279-1280	S. P. Shops, Sacto.	133-134	1922	1264	retired	9-19-1955	
1281-1284	S. P. Shops, Sacto.	135-138	1923	1267	scr.	5-12-1953	
1247	retired	11-15-1955		1271	scr.	7-3-1953	
1248	scr.	11-14-1949		1275	scr.	5-7-1953	
1249	scr.	6-24-1954		1276	scr.	9-7-1954	
1252	scr.	7-7-1953		1278	scr.	2-4-1955	
1255	scr.	5-18-1953		1280	scr.	2-16-1953	
				1283	scr.	8-6-1952	

Class S-14 0-6-0 57—20x26—155000—200—31020

1285-1294	Lima	6753-62	1924	1288	scr.	6-2-1953	
1285	retired	9-19-1955		1289	sold for scr.	4-27-1953	
1287	scr.	1-27-1955		1290	scr.	4-6-1953	

Class S-8 0-6-0 51—19x26—140000—175—27380

1295	AE36	CRY&P 4	Brooks	45078	1908	Reblt. SPMW #217	7-23-1940
1296	AE37	GVG&N 37	Baldwin	33851	1909	Scr.	10-30-1950
1297	AE38	CRY&P 5	Brooks	45079	1908	Scr.	11-29-1949

Class S-10 0-6-0 51—19x26—154600—190—29720 (1299 is 175—27380)

1298	AE39	Baldwin	46313	1917
1299	AE40	Baldwin	48942	1918

0-6-0 Locomotives Which Occupied Previously Used Numbers**Class S-15 0-6-0 51—20½x26—138000—170—30960**

1061	EP&SW 3-6 A&SE 6	Dickson	997	1898	Scr.	10-2-24	Reblt. from 4-6-0
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Class S-16 0-6-0 51—20x26—134700—180—31200

1002	EP&SW 5-400-200 EP&NE 8	Baldwin	23081	1903	Scr.	12-6-1935
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Class S-17 0-6-0 51—20½x26—153000—180—32780

1903	EP&SW	10	304	Schen.	42990	1907	Scr.	12-11-1933
1904		11	305	Schen.	42991	1907	Scr.	1-15-1936
1905		12	306	Schen.	42992	1907	Scr.	10-5-1935
1906		14	404	Schen.	42994	1907	Scr.	10-14-1935
1907		15	405	Schen.	42995	1907	Scr.	12-11-1933
1908		16	406	Schen.	44418	1907	Scr.	12-11-1935
1909		17	407	Schen.	44419	1907	Scr.	12-19-1933
1910		18	408	Schen.	44420	1907	Reblt. SPMW	#966 2-1-1937
1911		19	409	Schen.	44421	1907	Scr.	10-22-1935
1912		20	410	Schen.	44422	1907	Scr.	10-18-1935
1913		21	411	Schen.	44423	1907	Scr.	1-6-1936
1914		13	403	Schen.	42993	1907	Scr.	12-14-1933

Class S-22 0-6-0 51—20x26—147240—180—31200

1100 SSF Belt 5 (Acq. 1940) Brooks 63680 1922 Sold for scrap 9-31-1951

Class S-10 0-6-0 51—19x26—154600—175—27380

1240 T&NO 134 Baldwin 47744 1918 Acq. 11-26-53 Sold for scrap 1-3-55

Class S-13 0-6-0 57—20x26—155100—200—31020

1283	T&NO	140	Baldwin	54222	1921	Acq.	9-23-1952
1288		142	Baldwin	54322	1921	Acq.	11-16-53 Scr. 3-15-1955
1296		144	Baldwin	54324	1921	Acq.	6-10-52
1297		146	Baldwin	54392	1921	Acq.	6-10-52

Class S-14 0-6-0 57—20x26—155100—200—31020

1295 T&NO 165 S. P. Co. Houston 1926 Acq. 6-10-52 Scr. 9-23-1954

Note: Engines 1295-1297 were assigned the numbers 1155-57 but were not so numbered.

Class SE-1 0-8-0 46—21x24—135000—160—31290

1300 EP&SW 4-420-201-101 EP&NE 101 A&SM 101 NM Coal 101
Baldwin 16103 1898 Scrapped 7-24-1934

Class SE-2 0-8-0 51—21½x28—177400—190—40990

1301	EP&SW	50-209-50-2	SWRRofA	2	Baldwin	19497	1901	Scr.	10-5-1935
4500 1400*	1302	51-210-51-3		3	Baldwin	19500	1901	Scr.	10-31-1950
	1303	52-211-52-4			Baldwin	19673	1901	Scr.	10-9-1935
	1304	53-212-53-5			Baldwin	19674	1901	Scr.	10-26-1935
	1305	54-213-54-6			Baldwin	19675	1901	Scr.	9-28-1935
1401*	1306	55-216-57			Baldwin	22283	1903	Scr.	6-26-1947

* Engines 1302 and 1306 were leased to the SPdEM as their Nos. 30 and 31, 12-1927 to 5-22-1952. They were renumbered 1400 and 1401 on the SPdEM in 1942.

Class SE-4 0-8-0 57—23¾x30—229000—210—52990

4501	1402	1307	S. P. Shops, Sacto.	1930	Reblt. from	3027	Class A-3
4502	1403	1308	S. P. Shops, Sacto.	1930	Reblt. from	3069	Class A-3
4503	1404	1309	S. P. Shops, Sacto.	1930	Reblt. from	3056	Class A-3
4504	1405	1310	S. P. Shops, Sacto.	1930	Reblt. from	3033	Class A-3
4505	1406	1311	S. P. Shops, Sacto.	1930	Reblt. from	3061	Class A-3
4506	1407	1312	S. P. Shops, Sacto.	1930	Reblt. from	3034	Class A-3
4507	1408	1313	S. P. Shops, Sacto.	1931	Reblt. from	3070	Class A-3
4508	1409	1314	S. P. Shops, Sacto.	1937	Reblt. from	3064	Class A-3

Class SE-3 0-8-0 57-25x30-232380-200-55920

4509 T&NO 855-180 S. P. Shops Houston 1930 Acq. 7-22-52
 4510 860-185 S. P. Shops Houston 1926 Acq. 7-22-52
 4511 851-176 S. P. Shops Houston 1930 Acq. 10-22-53
 4512 854-179 S. P. Shops Houston 1930 Acq. 10-22-53

Classified and Unclassified 4-4-0 as follows:

Unclassified dimensions (A) 56-15x22-64700-38450-150-16770

(Aa) 57-15x22-60000-36000-

(B) 50-14x24-65000-52000-130-10350

(C) 63-15x24-60050-36550-

(D) 57-16x22-60500-36000-

(E) 63-16x22-62100-37200-

(F) 63-16x24-56500-33600-

(G) 63-16x24-63500-37800-

(H) 57-17x22-65000-39000-

(I) 68-17x22-80900-50500-

Classified dimensions

CJ 63-17x24-73700-47500-

CL 63-17x24-72100-43000-

CM 57-17x24-86500-55950-

CNa 67-16x24-60250-40200-

CNb 57-16x24-66250-42000-

CO 56-17x24-84700-57200-

CPa 54-17x24-72500-42700-

CPb 57-17x24-66800-42000-

CQa 63-16x24-80580-51200-

CQb 63-16x24-72500-48000-145-11600

CQc 63-16x24-67250-41950-

CR 63-16x24-61200-36000-

CT 63-16x24-62100-39000-

CSa 63-16x24-65400-39000-

CSb 63-16x24-80150-51650-

CU 63-16x24-82050-51650-

CV 63-16x24-60000-36000-

2nd 1200 1137 CP 127	McKay & Aldus	1868	(Aa)	Renumbered 1484
2nd 1201 1426 Ore 10				
NR 1019 SP 3rd 1 CP 110	Rogers	1606 1868	(A)	Sold to I. & M. R. R. 10-17-04
3rd 1202 SA&N 4 LAC 4	Baldwin	8948 1887	(B)	Renumbered 1483
2nd 1203 1173 O&C 4	Baldwin	2145 1870	(C)	Sold McGoldrick Lbr. Co. 7-19-05
2nd 1204 1169 SP 15	McKay & Aldus	1867	(C)	Scr. 6-1901
SF&SJ 15 CP 1st 55	Cooke	1868	CV	Renumbered 2nd 1226
1205 CP 80	Cooke	1868	CV	Scr. 10-1902
1206 CP 81	Wm. Mason	289 1868	(D)	Renumbered 1485
2nd 1207 1185 CalP 7	R. Norris	1867	(E)	Scr. 7-1902
2nd 1208 1175 CP 37	McKay & Aldus	1867	(E)	Scr. 10-1902
2nd 1209 1176 CP 50	Cooke	1868	(E)	Renumbered 1486
2nd 1210 1179 CP 164				
1211 CP2nd 121 Cal P 5	Wm. Mason	250 1868	CR	Sold to Nor. Elect. #2 5-27-06
1212 CP 124	Globe	1868	(G)	Sold to Folsom Prison 1900 Scr. 1906
1213 CP 136	Rhode Is.	82 1868	CT	Scr. 1-25-1905
2nd 1214 1190 CP 7	Booth & Co.	3 1865	(F)	Renumbered 1487
2nd 1215 1193 CP 2nd 31				
WP "G"	Norris-Lanc.	12 1864	(E)	Renumbered 1488
2nd 1216 1197 CP 63	Schen.	512 1868	CSa	Renumbered 1489
2nd 1217 1198 CP 64	McKay & Aldus	1868	CT	Scr. 10-1902
2nd 1218 1st 1200 CP 66	McKay & Aldus	1868	CT	Renumbered 1490

2nd	1219	1st	1209	CP	98	McKay	& Aldus	1868	CT	Renumbered	1491
	1220		CP	153		Rhode	Is.	83	CT	Renumbered	1492
	1221		CP	154		Rhode	Is.	84	CT	Scr. 7-1902	
	1222		CP	155		Rhode	Is.	87	CT	Renumbered	1493
	1223		CP	156		Rogers		1654	CU	Renumbered	1494
2nd	1224	1st	1203	CP	78	Rhode	Is.	52	CT	Renumbered	1495
2nd	1225	1st	1204	CP	79	Rhode	Is.	53	CT	Renumbered	2nd 1366
2nd	1226	1st	1205	CP	80	Cooke		1868	CV	Renumbered	1496
	1228		CP	161		Schen.		566	CS	Sold to Nev. Nor. #1	11-18-05
	1232	SP	20	WW	20	Baldwin		2834	1872	CQa	Renumbered 1497
	1233	SP	24			Schen.		980	1875	CSa	Scr. 5-31-1902
	1234	SP	21			Schen.		962	1875	CSa	Scr. 1-17-1905
	1237	SP	25			Schen.		967	1875	CSa	Renumbered 1498
	1238	SP	29			Schen.		996	1876	CSa	Scr. 2-16-1904
	1239	Nor.	Cal. 3			Baldwin		9466	1888	CQb	Renumbered 1499
	1240	Nor.	Cal. 4			Baldwin		9465	1888	CQb	Renumbered 1500 Note A
	1243	O&C	5			Baldwin		2146	1870	CQc	Sold 1-1906
	1244	O&C	6			Baldwin		2149	1870	CQc	Renumbered 1501
	1245	O&C	7			Baldwin		2548	1871	CQc	Scr. 1-1906
	1246	O&C	8			Baldwin		2547	1871	CQc	Renumbered 1502
	1247	O&C	9			Baldwin		2696	1872	CQc	Scr. 10-1-1905
	1248	O&C	10			Baldwin		2697	1872	CQc	Renumbered 1503
	1249	O&C	11			Baldwin		2892	1872	CQc	Renumbered 1504
	1250	O&C	12			Baldwin		2934	1872	CQc	Renumbered 1505
	1251	O&C	15			Baldwin		2935	1872	CQc	Renumbered 1506
	1252	O&C	16			Baldwin		2895	1872	CQc	Renumbered 1507
	1253	O&C	17			Baldwin		4519	1879	CQc	Renumbered 1508
	1254	O&C	18			Baldwin		4557	1879	CQc	Renumbered 1509
	1255	O&C	19			Baldwin		4574	1879	CQc	Renumbered 1510
	1256	O&C	21	OR&N	31	Baldwin		6018	1882	CQc	Renumbered 1511
	1259	CP	46			McKay & Aldus		1867	(H)	Scr. 12-19-1904	
	1262	SP	9	SF&SJ	9	Cooke		1870	(I)	Renumb. Shop Sw. S. F. #8	Scr. 1-16-06
	1263	CP	2nd 3			Rogers		2059	1872	CL	Renumbered 1512
	1264	CP	9			Cooke			1865	CPa	Scr. 6-12-01 Reblt. from 2-6-0
	1265	CP	2nd 10			C.P. Co. Sacto.	74		1889	UN	Renumbered 1513
	1266	CP	13			Cooke			1865	CPb	Renumbered 1514
	1268	CP	34			R. Norris			1867	CNa	Renumbered 1515
	1269	CP	35			R. Norris			1867	CNb	Scr. 2-23-1905
	1272	CP	2nd 55			C.P. Co. Sacto	1		1873	CO	Renumbered 1516
	1273	CP	61			Schen.		510	1868	CSa	Renumbered 1517
	1275	CP	2nd 97			Rogers		2608	1872	CL	Renumbered 1518
	1276	CP	2nd 99			C.P. Co. Sacto.	2		1873	CO	Renumbered 1519
	1277	CP	2nd 104			Schen		1557	1882	CJ	Renumbered 2nd 1320
	1278	CP	2nd 110			Schen		1558	1882	CJ	Renumbered 2nd 1349
	1279	CP	2nd 131			Rogers		2073	1872	UN	Renumbered 2nd 1367
	1280	CP	2nd 132			Rogers		2076	1872	CL	Scr. 9-1906
	1282	CP	2nd 142			C.P. Co. Sacto.	9		1873	CO	Renumbered 1520
	1283	CP	2nd 167			C.P. Co. Sacto.	12		1874	CO	Renumbered 1521
	1284	CP	172	WP	"F"	Norris Lanc.	11		1864	CNa	Renumbered 1522
	1285	CP	173	WP	"H"	Norris Lanc.	13		1864	CNb	Renumbered 1523
	1286	CP	2nd 179			C.P. Co. Sacto.	10		1873	CO	Renumbered 2nd 1368
	1287	CP	180			Rogers		2079	1872	CL	Renumbered 1524
	1288	CP	181			Rogers		2085	1872	CM	Renumbered 2nd 1369
	1289	CP	182			Rogers		2086	1872	CL	Scr. 7-25-06

1290 CP 183	Rogers	2093	1872	CM	Renumbered 2nd 1311	
1291 CP 184	Rogers	2095	1872	CL	Renumbered 2nd 1325	Scr. 2-21-13
1292 CP 186	C.P. Co. Sacto. II	1874	CO	Renumbered 1525		Scr. 10-15-13

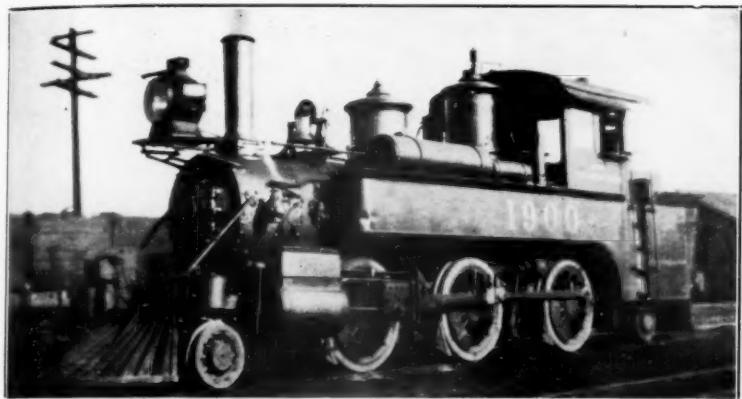
Note A: Engine 1240 tank lettered Sacramento Southern, 1906 to 1910.
 Old Classes CI and CJ 4-4-0 63-17x24-73700-47500-150-13100 CI was 83300-51700

1295 CP 221	Schen.	973	1875	CJ	Renumbered 2nd 1314	Scr. 5-16-10
1297 CP 223	Schen.	1017	1875	CJ	Renumbered 2nd 1317	Scr. 7-31-09
1298 CP 224	Schen.	1019	1875	CJ	Scr. 3-16-1901	
1299 CP 225	Schen.	1021	1875	CJ	Scr. 9-10-1906	
1300 CP 226	Schen.	1022	1875	CI	Scr. 12-31-1912	
1301 CP 227	Schen.	1023	1875	CJ	Scr. 11-30-1909	

Classes E-9, E-10, Old Class CI, Unclassified 4-4-0

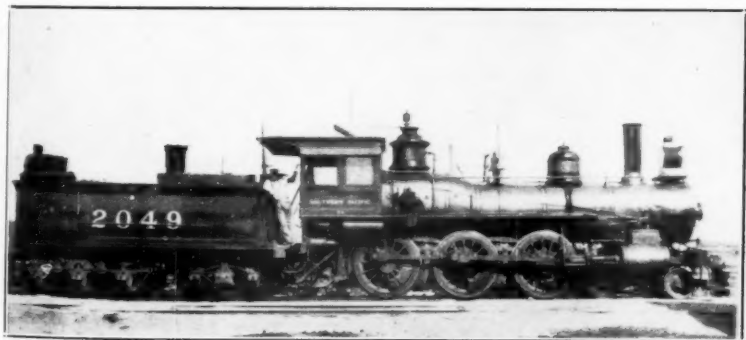
E-9	63-17x24-83300-51700-140-13100	
CI & E-10	63-17x24-73700-47500-140-13100	(1302 was 79500-49900)
UN	63-17x24-57500-33500-125-10524	

1302 CP 228	Schen.	1024	1876	CI	Scr. 11-10-1909
1303 SP 6	Booth & Co.	1	1865	UN	Scr. 5-20-1907
1304 SP 26	Schen.	974	1875	CI	Scr. 11-16-1911
1305 SP 27	Schen.	968	1875	E-9	Scr. 2-4-1918
1306 SP 28	Schen.	972	1875	E-9	Renumb. 2nd 1412 in 1924
					Scr. 5-11-27
1307 SP 45 CP 1st 229	Schen.	1088	1878	(CI)	Scr. 10-29-1912
1308 SP 46 CP 1st 230	Schen.	1089	1878	E-10	Scr. 3-10-1917
1309 SP 47 CP 1st 231	Schen.	1090	1878	E-9	Scr. 5-5-1923
1310 SP 88 SP of A 8	Schen.	1223	1880	E-9	Sold to Holton Inter.
					Term. #3 1-27-11
1311 1290 CP 183	Rogers	2093	1872	E-9	Scr. 2-21-1913
1312 SP 81 SP of A 1	Schen.	1125	1879	E-9	Scr. 1-31-1918
1313 SP 82 SP of A 2	Schen.	1127	1879	CI	Sold to San Juan Pac.
					#208 8-10-07
1314 SP 83 SP of A 3	Schen.	1130	1879	CI	Scr. 8-1906
1315 SP 84 SP of A 4	Schen.	1218	1879	E-10	Scr. 10-31-1913
1316 SP 85 SP of A 5	Schen.	1219	1879	E-10	Scr. 9-24-1915
1317 SP 86 SP of A 6	Schen.	1221	1879	CI	Scr. 8-1906
1318 SP 87 SP of A 7	Schen.	1222	1879	E-9	Scr. 10-28-1912
1319 SP 89 SP of A 9	Schen.	1224	1880	E-9	Sold to Holton Inter.
					Term. #4 6-21-13
1st 1320 SP 90 SP of A 10	Schen.	1227	1880	CI	Scr. 12-28-1901
2nd 1320 1277 CP 104	Schen.	1557	1882	E-10	Scr. 9-26-1925
1321 SP 91 SP of A 11	Schen.	1228	1880	E-10	Scr. 4-29-1916
1322 SP 92 SP of A 12	Schen.	1229	1880	E-10	Scr. 2-25-1913
1323 SP 93 SP of A 13	Schen.	1230	1880	E-10	Scr. 11-8-1920
1324 SP 94 SP of A 14	Schen.	1263	1880	E-9	Scr. 10-25-1913
1325 1291 CP 184	Rogers	2095	1872	CI	Scr. 5-9-1909
1326 SP 96 SP of A 16	Schen.	1268	1880	E-9	Scr. 2-16-1918
1327 SP 97 SP of A 17	Schen.	1269	1880	E-9	Scr. 8-23-1920
1328 SP 114 SP of A 34	Schen.	1207	1880	E-10	Scr. 11-20-1916
1329 SP 115 SP of A 35	Schen.	1208	1880	E-10	Scr. 11-25-1912
1330 SP 116 SP of A 36	Schen.	1209	1880	E-10	Scr. 3-28-1913
1331 SP 117 SP of A 37	Schen.	1210	1880	E-10	Sold to S. J. & E. #1331
					6-24-20
1332 SP 118 SP of A 38	Schen.	1211	1880	E-10	Scr. 5-14-1917
1333 SP 119 SP of A 39	Schen.	1212	1880	E-10	Scr. 12-23-1912
1334 SP 120 SP of A 40	Schen.	1213	1880	E-10	Sold to Lord & Young
					Eng. Co. #1 1-13-11

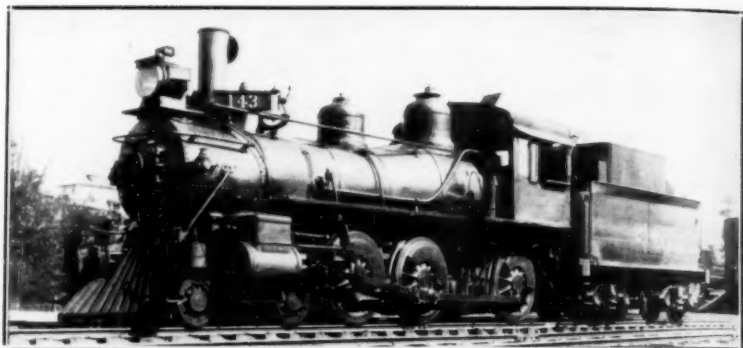


Courtesy of R. H. McFarland

S. P. 1900, Oakland, 1907. Old Class "HA." C. P. Co., Sacramento Shops, 1881. Ex C. P. 230.



S. P. 2049, San Pedro, 1903. Old Class "D0". Schenectady, 1881. Ex S. P. of Ariz. 31.
Later S. P. 111-1614. Became P. & E. 293; A. E. 293; S. P. de M 209.



Courtesy of H. H. Arey

S. P. 2141. T-10. Rhode Island, 1888. Ex S. P. 326-1727.



Courtesy of H. H. Arey

S. P. 2206 Hauling Officials' Business Cars. T-6. S. P. Co., Sacramento, 1888. Orig. S. P. 241-1781.

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1335	SP 121	SP of A 41	Schen.	1214	1880	E-10	Scr. 12-31-1912	
1336	SP 122	SP of A 42	Schen.	1216	1880	CJ	Sold to O. R. & N.	8-8-1907
1337	SP 123	SP of A 43	Schen.	1217	1880	E-10	Scr. 3-19-1923	
1338	SP 167	SPNM 8	Schen.	1454	1881	E-10	Scr. 3-5-1913	
1339	SP 168	SPNM 9	Schen.	1455	1881	E-10	Scr. 2-5-1913	
1340	SP 169	SPNM 10	Schen.	1458	1881	E-10	Scr. 3-27-1913	
1341	SP 170	SPNM 11	Schen.	1457	1881	E-10	Sold to Anderson & Bella Vista RR	3-10-09
1342	SP 171	SPNM 12	Schen.	1460	1881	E-10	Scr. 12-23-1912	
1343	SP 172	SPNM 13	Schen.	1462	1881	CJ	Scr. 9-10-1909	
1344	SP 173	SPNM 14	Schen.	1463	1881	E-10	Scr. 11-4-1920	Note B
1345	SP 174	SPNM 15	Schen.	1464	1881	E-10	Scr. 5-20-1920	
1346	SP 175	SPNM 16	Schen.	1466	1881	E-10	Scr. 6-9-1919	
1347	SP 176	SPNM 17	Schen.	1467	1881	E-10	Scr. 3-10-1917	
1348	SP 177	SPNM 18	Schen.	1468	1881	E-10	Scr. 3-16-1915	
1349	1278	CP 110	Schen.	1558	1882	E-10	Sold to Red River Lbr. Co.	3-1-23
1350	SP 179	SPNM 20	Schen.	1495	1881	E-10	Scr. 1-9-1913	
1351	SP 200	SPNM 41	Schen.	1386	1881	CJ	Scr. 5-20-1907	
1352	SP 201	SPNM 42	Schen.	1387	1881	E-10	Scr. 6-9-1919	
1353	SP 202	SPNM 43	Schen.	1391	1881	E-10	Scr. 4-23-1917	Note A
1354	SP 203	SPNM 44	Schen.	1392	1881	E-10	Scr. 3-28-1913	

Note A: SP 1353 was on the Hanford & Summit Lake RR, 7-22-11 to 3-21-12.
Note B: SP 1344 was the first engine to burn oil as fuel, 5-1895.

Class E-11 4-4-0 63—17x24—74700—48000—140—13100

1355	O&C 22	Baldwin	6580	1883	Scr.	11-20-1916	
1356	O&C 23	Baldwin	6582	1883	Scr.	3-16-1918	
1357	O&C 24	Baldwin	6663	1883	Scr.	3-5-1914	
1358	O&C 25	Baldwin	6669	1883	Scr.	9-26-1925	
1359	O&C 26	Baldwin	6674	1883	Scr.	5-21-1913	
1360	O&C 27	Baldwin	6675	1883	Scr.	11-21-1913	
1361	O&C 28	Baldwin	6657	1883	Scr.	5-31-1920	

**Unclassified 4-4-0 69—17x26—(A)—88500—52800—150—13890
(B)—85800—55000—150—13890**

1362	CP 2nd 122	C. P. Shops Sacto.	26	1886	(A)	Scr.	6-30-1909
1363	CP 2nd 123	C. P. Shops Scato.	27	1886	(A)	Scr.	6-30-1909
1364	CP 2nd 125	C. P. Shops Sacto.	28	1886	(B)	Scr.	6-30-1909
1365	CP 3rd 166	C. P. Shops Sacto.	29	1886	(B)	Scr.	6-4-1909

**Class E-20 and old class CO 4-4-0 E20 63—17x24—89200—57200—150—14030
CO 57—17x24—84700—57200—140—14480**

1366	2nd 1225 1st 1204	CP 79	Rhode Is.	53	1868	E-20	Scr.	8-6-1923
1367	1279	CP 2nd 131	Rogers	2073	1872	E-20	Scr.	2-14-1918
1368	1286	CP 179	CP Sacto.	10	1873	CO	Scr.	6-10-1910
1369	1288	CP 181	Rogers	2085	1872	E-20	Sold to OA&E #1369	8-10-1912

**Class E-2 4-4-0 (A) 69—18x24—90500—59000—150—14370
(B) 63—18x24—90500—59000—145—15210
(C) 69—18x24—93500—61000—150—14370**

1370	SP 210	Schen.	2207	1886	(A)	Scr.	9-23-1916
1371	SP 211	Schen.	2208	1886	(B)	Scr.	1-5-1918
1372	SP 212	Schen.	2209	1886	(A)	Scr.	5-10-1923
1373	SP 223	Schen.	2464	1887	(A)	Scr.	2-1-1927

1374	SP 224	New boiler 4-09	Schen.	2465	1887	(A)	Scr.	1-31-1925
1375	SP 225		Schen.	2466	1887	(A)	Scr.	6-14-1930
1376	SP 377	New boiler 4-09	Schen.	2746	1889	(C)	Scr.	12-7-1929
1377	SP 378		Schen.	2747	1889	(C)	Scr.	1-31-1925
1378	SP 379		Schen.	2748	1889	(C)	Scr.	2-5-1925
1379	SP 380		Schen.	2749	1889	(C)	Scr.	3-31-1917
1380	SP 381		Schen.	2750	1889	(C)	Scr.	2-1-1927
1381	SP 382		Schen.	2751	1889	(C)	Scr.	5-11-1927

Class E-4 and E-5 4-4-0 **E-4** **69—18x24—98700—65050—160—15330**
E-5 **(A) 69—18x24—100400—65360—150—15470**
(B) 69—18x24—110000—69000—165—15810

1382	SP 345		Rogers	4005	1888	E-4	Scr.	11-20-1911
1383	SP 346		Rogers	4006	1888	E-5B	Scr.	4-7-1934
1384	SP 347		Rogers	4035	1888	E-4	Scr.	10-30-1926
1385	SP 348		Rogers	4036	1888	E-4	Scr.	5-28-1923
1386	SP 349		Rogers	4037	1888	E-5B	Scr.	5-17-1927
1387	SP 350		Rogers	4038	1888	E-5B	Destroyed in	wreck 9-1929
1388	SP 351		Rogers	4046	1888	E-4	Scr.	9-30-1923
1389	SP 352		Rogers	4047	1888	E-5B	Scr.	8-7-1926
1390	SP 353		Rogers	4053	1888	E-5B	Scr.	3-30-1925
1391	SP 354		Rogers	4054	1888	E-4	Scr.	4-23-1924
1392	SP 355		Rogers	4059	1888	E-5B	Scr.	1-16-1929
1393	SP 356		Rogers	4060	1888	E-5B	Scr.	3-30-1925
1394	SP 357	New boiler 1907	Rogers	4070	1888	E-4	Scr.	2-15-1927
1395	SP 358		Rogers	4071	1888	E-5A	Scr.	12-12-1926
1396	SP 359		Rogers	4072	1888	E-5B	Scr.	7-19-1928
1397	SP 360		Rogers	4073	1888	E-5B	Scr.	9-21-1928
1398	SP 361		Rogers	4076	1888	E-4	Scr.	10-8-1928
1399	SP 362		Rogers	4077	1888	E-4	Scr.	4-30-1926
1400	SP 363		Rogers	4078	1888	E-4	Scr.	5-26-1926
1401	SP 364		Rogers	4079	1888	E-5B	Scr.	11-5-1928

Note A: SP 1400 was sold to GVG&N #1 12-1901; became AE 170. Returned to SP 12-1-24.

Class E-6 4-4-0 69—18x24—104200—68450—165—15810

1402	SP 365		Cooke	1902	1888	Scr.	9-21-1925
1403	Nor. Ry. 1001		Cooke	1903	1888	Scr.	3-19-1925
1404	Nor. Ry. 1002		Cooke	1904	1888	Scr.	9-21-1925
1405	Nor. Ry. 1003		Cooke	1905	1888	Scr.	12-6-1922
1406	Nor. Ry. 1004		Cooke	1906	1888	Scr.	5-29-1928
1407	Nor. Ry. 1005		Cooke	1907	1888	Scr.	2-27-1928
1408	Nor. Ry. 1006		Cooke	1908	1888	Scr.	3-19-1925
1409	Nor. Ry. 1007		Cooke	1909	1888	Scr.	7-21-1925
1410	Nor. Ry. 1008		Cooke	1910	1888	Scr.	3-31-1926
1411	Nor. Ry. 1009		Cooke	1911	1888	Scr.	6-30-1923

Class E-3 4-4-0 69—18x24—95300—59830—150—14370

1412	SP 48		Schen.	1225	1880	Sold to Holton Inter. Term. Ry.	8-3-1920
1413	SP 49		Schen.	1226	1880	Scr.	5-29-1928

Class E-8 Old Class CH 4-4-0 **(A) 68—18x28—92650—57500—170—19000**
(B) 68—18x28—98000—62000—150—16770
(C) 68—18x28—108800—66460—150—16760
(D) 68—18x28—118000—74800—170—19000

1414	SP 217	C. P. Shops Sacto.	42	1887	Scr.	8-8-1911	(A) Class E-8
1415	SP 218	C. P. Shops Sacto.	43	1887	Scr.	4-22-1910	(A) Class CH
1416	SP 219	C. P. Shops Sacto.	44	1887	Scr.	11-9-1917	(C) Class E-8

1417	SP 220	C. P. Shops Sacto.	45	1887	Scr. 12-11-1906	(A) Class CH
1418	SP 221	C. P. Shops Sacto.	46	1887	Scr. 9-5-1911	(A) Class E-8
1419	SP 264	C. P. Shops Sacto.	55	1888	Scr. 6-30-1919	(B) Class E-8
1420	SP 265	C. P. Shops Sacto.	56	1888	Scr. 8-8-1911	(B) Class E-8
1421	SP 266	C. P. Shops Sacto.	57	1888	Scr. 4-24-1926	(D) Class E-8
1422	SP 267	C. P. Shops Sacto.	58	1888	Scr. 8-8-1911	(B) Class E-8
1423	SP 268	C. P. Shops Sacto.	59	1888	Scr. 4-27-1912	(B) Class E-8
1424	SP 269	C. P. Shops Sacto.	60	1888	Scr. 3-25-1918	(B) Class E-8
1425	SP 270	C. P. Shops Sacto.	61	1888	Scr. 1-24-1917	(B) Class E-8

1426-1429, There were no locomotives having these numbers after 1-1-1901

Class E-1 4-4-0 73—18x24—92000—63000—160—14990

1430	SP 73	SP 50	Schen.	1848	1883	Scr. 12-13-1913
1431	74	51	Schen.	1849	1883	Scr. 6-26-1913
1432	75	52	Schen.	1850	1883	Scr. 8-27-1928

**Class E-23 4-4-0 73—20x24 (A) 134300—88800—190—21240
(B) 137420—92000—190—21240
(C) 147000—101300—190—21240
(D) 140500—94000—190—21240**

1500	1433	Schen.	4800	1899	(C)	Scr. 3-11-1949
1501	1434	Schen.	4801	1899	(C)	Scr. 4-9-1940
	1435	Schen.	4802	1899	(A)	Sold to T&NO #270 5-16-02
	1436	Schen.	4803	1899	(A)	Sold to T&NO #266 4-22-02
	1437	Schen.	4804	1899	(A)	Sold to T&NO #271 5-16-02
	1438	Schen.	4805	1899	(C)	Scr. 4-25-1934
	1439 AE 173 SP 1439	Schen.	4806	1899	(D)	Scr. 3-22-34
						On T&NO 11/02-1/03
	1440 1100	Cooke	2487	1900	(A)	Sold to ML&T #269 8-11-1902
	1441 1101	Cooke	2488	1900	(A)	Sold to ML&T #267 5-12-1902
	1442 1102	Cooke	2489	1900	(A)	Sold to ML&T #272 10-1902
	1443 1103	Cooke	2490	1900	(A)	Scr. 10-10-1928
						On T&NO 11/02-1/03
	1444 1104	Cooke	2491	1900	(A)	Sold to ML&T #268 5-24-1902
1502	1445 1105	Cooke	2573	1900	(C)	Scr. 8-7-1951
	1446 1106	Cooke	2574	1900	(C)	Scr. 4-3-1934
1503	1447 1107	Cooke	2575	1900	(C)	Scr. 4-1-1939
	1448 1108	Cooke	2576	1900	(C)	Scr. 7-2-1934
	1449 AE 174 SP 1449 1109	Cooke	2577	1900	(D)	Scr. 3-30-1934
						On T&NO 11/02-1/03
	1450 1110	Cooke	2578	1900	(B)	Scr. 8-17-1934
	1451 1111	Cooke	2579	1900	(B)	Scr. 7-25-1934
						On T&NO 11/02-1/03
	1452 1112	Cooke	2580	1900	(C)	Scr. 6-15-1934
	1453 1113	Cooke	2581	1900	(C)	Scr. 1-9-1934
						On T&NO 11/02-1/03
1504	1454 1114	Cooke	2582	1900	(C)	Scr. 11-9-1940
	1455 1115	Cooke	2583	1900	(B)	Sold to T&NO #265 4-1902
	1456 1116	Cooke	2584	1900	(C)	Scr. 2-23-1934
	1457 1117	Cooke	2585	1900	(B)	Scr. 1-29-1934
						On T&NO 11/02-1/03
1505	1458 1118	Cooke	2586	1900	(B)	Scr. 5-7-1940
						On T&NO 11/02-1/03

Note: Engines 1434, 1458, 1451, 1443, 1449, 1439, 1453 and 1457 were leased to the T&NO as their Nos. 273-280 inclusive. They were returned in Jan. 1903.

Classes E-24 and E-25 4-4-0				E-24	(A)	69—18x26—109200—73400—165—17120
					(B)	69—18x26—113400—74000—165—17120
				E25	(A)	63—18x26—111520—71090—150—15910
					(B)	63—18x26—108800—70000—160—18190
					(C)	69—18x26—113050—72000—155—16170
					(D)	62—18x26—114300—72500—160—18190
					(E)	69—18x26—110400—68650—160—16600

1459	UP 831	UP 761	Reblt. UP Co. 1892	Rogers	3826	1887	E-24A	Scr. 7-12-1930
1460	832	762	Reblt. NU Co. 1892	Rogers	3828	1887	E-24A	Scr. 7-21-1930
1461	833	763	Reblt. UP Co. 1892	Rogers	3832	1887	E-24A	Scr. 8-16-1930
1462	840	770	Reblt. UP Co. 1892	Rogers	3854	1887	E-24A	Scr. 10-15-1935
1463	841		U. P. Shops, Omaha		1892	1892	E-24A	Scr. 7-12-1930
1464	634		Schen.		2796	1889	E-24B	Scr. 1-6-1934
Note A								
1465	637		Rhode Is.		2155	1889	E-24B	Scr. 8-23-1934
1466	643		Rhode Is.		2161	1889	E-24B	Scr. 8-9-1934
1467	646		Rhode Is.		2164	1889	E-24B	Scr. 8-9-1935
1468	671		Pittsburg		1016	1888	E-25A	Scr. 7-17-1928
1469	742		Baldwin		8402	1887	E-24B	Scr. 8-2-1934
1470	774		New York		333	1888	E-25C	Scr. 10-29-1928
1471	779		New York		338	1888	E-24B	Scr. 12-21-1928
1472	723		Brooks		1126	1886	E-25C	Scr. 11-22-1933
1473	661		New York		435	1888	E-25D	Scr. 5-29-1928
1474	602	(Wts. 116300-73400)	Rhode Is.		2443	1890	E-25D	Scr. 8-1-1925
1475	632		Schen.		2794	1889	E-25E	Scr. 9-30-1926
1476	740		Baldwin		8406	1887	E-25B	Scr. 10-30-1925
1477	776		New York		335	1888	E-25C	Scr. 5-29-1928
1478	797		Rhode Is.		1972	1888	E-25C	Scr. 3-12-1929
1479	775		New York		334	1888	E-25D	Scr. 2-5-1925
1480	690	(Wts. 110440-68650)	New York		365	1888	E-25E	Scr. 8-1-1925
1481	702	UP 126	Reblt. UP 1888	Taunton	445	1868	E-25E	Scr. 12-15-1905
Note B								
1482	817	168	Reblt. UP 1889	Taunton	666	1875	E-24B	Scr. 7-11-1934

Note A: Engine 1464 was leased to the Mexicali & Gulf #1464 11/28. Returned 7/1932
Note B: Engine 1481 was scrapped prior to number system of classification.

Classes E-17, E-26 and Unclassified 4-4-0. For dimensions see previous numbers in 1200 series prior to 1906 renumbering.

1483	3rd 1202 SA&N 4 LAC 4	Baldwin	8948	1887	UN	Sold to N. B. Livermore 8-13-1907
1484	2nd 1200 1137 CP 127	McKay & Aldus		1868	UN	Sold to Carlton & Coast #2 8-25-11
1485	2nd 1207 1185 Cal P 7	Wm. Mason	289	1868	UN	Sold to T. H. Davis, Honolulu, 3-30-09
1486	2nd 1210 1179 CP 164	Cooke		1868	UN	Sold to Tabor, Royce & Co. 2-8-07
1487	2nd 1214 1190 CP 7	Booth & Co.	3	1865	UN	Sold to Willett & Burr 6-26-09
1488	2nd 1215 1193 CP 2nd 31 WP #G	Norris-Lanc.	12	1864	UN	Sold to S. T. & E. #1 1-6-1909
1489	2nd 1216 1197 CP 63	Schen.	512	1868	UN	Sold to Valley Constr. Co. 4-2-08
1490	2nd 1218 1st 1200 CP 66	McKay & Aldus		1868	UN	Scr. 11-30-1909
1491	2nd 1219 1st 1209 CP 98	McKay & Aldus		1868	UN	Scr. 10-28-1909
1492	1220 CP 153	Rhode Is.	83	1868	UN	Scr. 10-30-1909
1493	1222 CP 155	Rhode Is.	87	1868	UN	Scr. 6-11-1907
1494	1223 CP 156	Rogers	1654	1869	UN	Scr. 11-30-1909
1495	2nd 1224 1st 1203 CP 78	Rhode Is.	52	1868	UN	Scr. 7-27-1909

1496 2nd 1226 1st 1205 CP 80
 1497 1232 SP 20 WW 20
 1498 1237 SP 25
 1499 1239 Nor. Cal. 3
 1500 1240 Nor. Cal. 4

1501 1244 O&C 6
 1502 1246 8

1503 1248 10
 1504 1249 11

1505 1250 12
 1506 1251 15

1507 1252 16

1508 1253 17
 1509 1254 18
 1510 1255 19
 1511 1256 21 OR&N 31

1512 1263 CP 2nd 3
 1513 1265 CP 2nd 10
 1514 1266 CP 13
 1515 1268 CP 34
 1516 1272 CP 2nd 55

1517 1273 CP 61
 1518 1275 CP 2nd 97

1519 1276 CP 2nd 99
 1520 1282 CP 2nd 142
 1521 1283 CP 2nd 167
 1522 1284 CP 172 WP #F
 1523 1285 CP 173 WP #H
 1524 1287 CP 180

1525 1292 CP 186

Cooke	1868	UN	Scr. 1-3-1911
Baldwin	2834	1872 UN	Scr. 8-12-1909
Schen.	967	1875 UN	Scr. 2-21-1912
Baldwin	9466	1888 E-17	Scr. 9-11-1912
Baldwin	9465	1888 E-17	Sold to Valley & Siletz #1 8-22-18
Baldwin	2149	1870 E-17	Scr. 4-10-1914
Baldwin	2547	1871 E-17	Renumb. SPMW #261 9-1-1917
Baldwin	2697	1872 UN	Scr. 12-30-1911
Baldwin	2892	1872 E-17	Scr. 9-25-1912
			Note A
Baldwin	2934	1872 E-17	Scr. 5-31-1920
Baldwin	2935	1872 UN	Sold to E. T. Abbott 4-29-09
Baldwin	2895	1872 UN	Sold to P. R. R. & N Co. #2 6-19-07
Baldwin	4519	1879 E-17	Scr. 3-5-1917
Baldwin	4557	1879 E-17	Scr. 5-31-1920
Baldwin	4574	1879 E-17	Scr. 5-19-1920
Baldwin	6018	1882 E-17	Scr. 7-9-1921
Rogers	2059	1872 UN	Scr. 4-11-1910
C. P. Shops, Sac.	74	1889 E-26	Scr. 7-31-1914
Cooke	1865	UN	Scr. 8-16-1909
R. Norris	1867	UN	Scr. 8-15-1910
C. P. Shops, Sac.	1	1873 UN	Sold to Cent. Cal. Tract. Co. 5-4-10
Schen.	510	1868 UN	Scr. 10-15-1910
Rogers	2068	1872 UN	Sold to P. E. #56-1500 6-6-08 Scr. 1923
C. P. Shops, Sac.	2	1873 UN	Scr. 9-2-1910
C. P. Shops, Sac.	9	1873 UN	Scr. 11-24-1909
C. P. Shops, Sac.	12	1874 UN	Scr. 3-23-1910
Norris-Lanc.	11	1864 UN	Scr. 1-24-1910
Norris-Lanc.	13	1864 UN	Scr. 12-18-1909
Rogers	2079	1872 UN	Sold to Grants Pass & E. #1 3-13-11
C. P. Shops, Sac.	11	1874 UN	Scr. 11-9-1910

Class E-27 4-4-0 73—20x26—180000—113000—210—25430

1526	Baldwin	36195	1911	Scr. 1-29-1936
1527	Baldwin	36196	1911	Scr. 1-24-1936
1528	Baldwin	36197	1911	Scr. 10-11-1935
1529	Baldwin	36198	1911	Scr. 2-13-1936
1530	Baldwin	36199	1911	Scr. 12-7-1935
1531	Baldwin	36200	1911	Scr. 11-1-1935
1532	Baldwin	36201	1911	Scr. 8-9-1935
1533	Baldwin	36202	1911	Scr. 10-16-1935
1534	Baldwin	36203	1911	Scr. 8-12-1935
1535	Baldwin	36204	1911	Scr. 8-26-1935
1536	Baldwin	36376	1911	Scr. 3-9-1936
1537	Baldwin	36377	1911	Scr. 12-31-1935
1538	Baldwin	36378	1911	Scr. 1-28-1936
1539	Baldwin	36379	1911	Scr. 12-14-1935
1540	Baldwin	36380	1911	Scr. 2-5-1936

4-4-0 Locomotives Acquired From Other Roads

Class E-29 4-4-0 56—17x24—76000—49000—130—13690 Acq. 5-1916									
2nd 1300	C&E 1	Ore. Pac. 4	Rogers	3445	1883	Scr. 5-28-1923			
Class E-30 4-4-0 55—17x24—71200—45000—130—13000 Acq. 12-1915									
2nd 1301	C&E 2	Ore. Pac. 1-2	Cooke	1342	1882	Scr. 3-5-1917			
Class E-31 4-4-0 56—15x22—71200—45000—130—10520 Acq. 2-1916									
2nd 1302	C&E 4	Ore. Pac. 8	Cooke	1722	1886	Scr. 1-5-1918			
Class E-32 4-4-0 63—17x24—78700—49000—120—11230 Acq. 1-1916									
2nd 1303	CBR&E 3	CNO&TP 528-505	CS 5	Baldwin	4054	1877	Scr. 12-1-1917		
Class E-33 4-4-0 61—18x24—96000—64000—125—12668 Acq. 2-1912									
2nd 1304	BC 2	EJ&E 21	Baldwin	9711	1888	Scr. 11-21-1916			
Class E-34 4-4-0 62—18x26—105700—78700—160—18480 Acq. 12-1924									
2nd 1500	AE 171	FCdS 150	OSL 210	UP 746	Baldwin	8411	1887	Scr. 7-23-1925	
Class E-35 4-4-0 63—17x24—92000—60000—160—14970 Acq. 12-1924									
2nd 1415	EP&SW 97	A&NM 21	Baldwin	23392	1903	Scr. 11-21-1925			
Class E-36 4-4-0 67—18x24—102000—66000—160—15780 Acq. 12-1924									
2nd 1416	EP&SW 98	A&NM 27	Baldwin	32290	1907	Scr. 4-20-1926			
Class M-2, Old Class EB 2-6-0 (A) 53—17x24—77400—65000—140—15573									
(B) 57—18x24—84800—68700—140—14480									
1600	1512	O&C 20	WO 8	Baldwin	5029	1880	(A) Sold to SFC&W #7	2-10-1909	Note A
1601	1513	29	OR&N 49	Baldwin	6216	1882	(B) Sold to Silver Falls Lbr. Co.		
1602	1514	30	50	Baldwin	6217	1882	(B) Sold to SFC&W #6	9-23-1908	
1603	1515	31		Baldwin	6697	1883	(B) Sold to M. F. Brady & Son	7-17-1914	
1604	1516	32		Baldwin	6700	1883	(B) Sold to Carlton & Coast #1604	2-21-13	
1605	1517	33		Baldwin	6824	1883	(B) Sold to PRR&N #3	6-1910	Note B
1606	1518	34		Baldwin	6825	1883	(B) Scr. 11-20-1916		
1607	1519	35		Baldwin	6826	1883	(B) Sold to Ind. & Mon. 11-22-1909		
1608	1520	36		Baldwin	6839	1883	(B) Scr. 2-28-1913		
Class M-1 2-6-0 57—18x24—86600—73000—145—16820 Old Class EA									
1609	1756	O&C 37		Baldwin	6702	1883	Scr. 3-1-1901		
1610	1757	38		Baldwin	6703	1883	Scr. 11-27-1922		
1611	1758	39		Baldwin	6715	1883	Scr. 12-17-1921		
1612	1759	40		Baldwin	6712	1883	Scr. 4-10-1914		
1613	1760	41		Baldwin	6716	1883	Scr. 12-21-1912		
1614	1761	42		Baldwin	6719	1883	Scr. 5-31-1920		

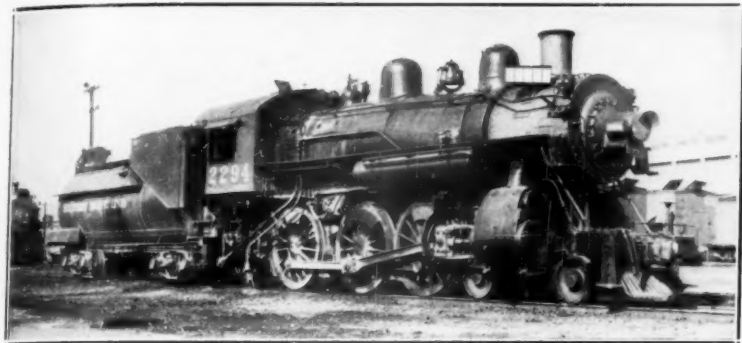
Note A—Engine 1600 was returned to SP as #1600 in 1915. Resold to O. & S. E. #7 5-16-16
 Note B—Engine 1605 was returned to SP as #1605 8-21-16. Scr. 12-1-1917.

Class M-4 2-6-0 63—20x28—146000—126000—190—28710
(A) 63—20x28—157900—134600—190—28710

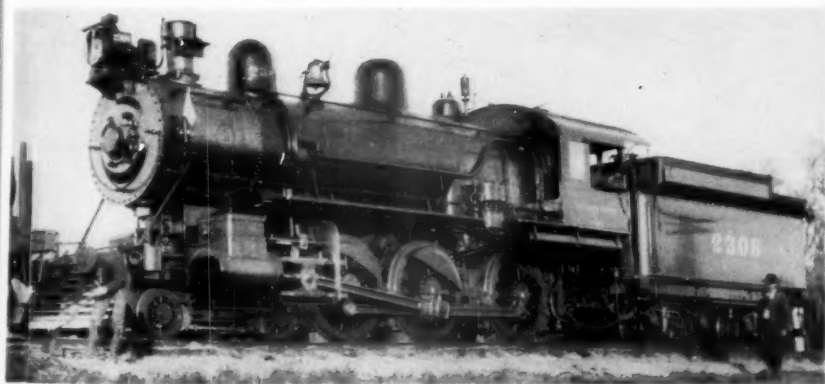
1615	1440	Schen.	4953	1899	Scr. 11-30-1935
1616	1441	Schen.	4954	1899	Scr. 6-12-1934
1617	1442	Schen.	4955	1899	Scr. 11-30-1953
1618	1443	Schen.	4956	1899	Scr. 8-4-36 Was NCO #24 10/27-9/29
1619	1444	Cooke	2436	1899	Scr. 6-12-1939
1620	1445	Cooke	2437	1899	Scr. 7-17-1940
1621	1446	Cooke	2438	1899	Scr. 4-5-1934
1622	1447	Cooke	2439	1899	Sold to A. & C. #577 12-09 to AE 577-SP 1660
1623	1448	Cooke	2440	1899 (A)	Scr. 2-28-1953
1624	1449	Cooke	2441	1899 (A)	Sold to GVG&N #15-AE 566 9/05. Sold for scrap 11-2-51
1625	1450	Cooke	2442	1899	Scr. 2-9-1934
1626	1451	Cooke	2443	1899	Scr. 11-14-1935
1627	1452	Cooke	2444	1899	Scr. 9-19-1952
1628	1453	Cooke	2445	1899	Scr. 7-16-1934
1629	2100	Schen.	5680	1900 (A)	Scr. 2-23-1934
1630	2101	Schen.	5681	1900	Sold to GH&SA #452 12-19-1901
1631	2102	Schen.	5682	1900	Scr. 7-1-1940
1632	2116	Cooke	2602	1900	Scr. 1-19-1934
1633	2117	Cooke	2603	1900 (A)	Scr. 4-13-1934
1634	2118	Cooke	2604	1900	Sold to Maricopa & Phoenix #561 11-09
1635	2119	Cooke	2605	1900	Scr. 6-21-1934
1636	2120	Cooke	2606	1901	Scr. 12-24-1928
1637	2121	Cooke	2607	1901	Scr. 3-24-34 Was NCO #27 6/28-9/29
1638	2122	Cooke	2608	1901	Scr. 1-3-1952
1639	2123	Cooke	2609	1901 (A)	Scr. 5-25-1934
1640	2124	Cooke	2610	1901	Scr. 2-6-1936
1641	2125	Cooke	2611	1901 (A)	Scr. 10-24-1935
1642	2126	Cooke	2612	1901	Sold for scrap 9-10-1954
1643	2127	Cooke	2613	1901 (A)	Scr. 10-16-1951
1644	2128	Cooke	2614	1901 (A)	Sold for scrap 1-21-1952
1645	2129	Cooke	2615	1901 (A)	Sold to Atlantic System #434 2-1901
1646	2130	Cooke	2616	1901	Sold to Atlantic System #435 2-1901
1647	2131	Cooke	2617	1901	Sold to Atlantic System #436 2-1901
1648	2132	Cooke	2618	1901	Sold to Atlantic System #437 2-1901
1649	2133	Cooke	2619	1901	
1650	No number	issued—	Diverted at	factory to GH&SA #438	
1651	No number	issued—	Diverted at	factory to GH&SA #439	
1652	1454	Cooke	2420	1899	Scr. 1-6-1936
1653	1455	Cooke	2421	1899	Scr. 8-28-1935
1654	1456	Cooke	2422	1899 (A)	Scr. 11-15-1949
1655	1457	Cooke	2423	1899	Scr. 11-14-1935
1656	1458	Cooke	2424	1899	Scr. 12-14-1935
1657	1459	Cooke	2425	1899	Sold to Atlantic System #442 10-1901
1658	1460	Cooke	2426	1899 (A)	Scr. 12-7-1949
1659	1461	Cooke	2427	1899	Sold to Atlantic System #443 10-1901
1660	1462	Cooke	2428	1899	Sold to Atlantic System #455 4-29-1902
1661	1463	Cooke	2429	1899	Scr. 7-31-1934
1662	1464	Cooke	2430	1899	Scr. 8-24-1935
1663	1465	Cooke	2431	1899	Scr. 12-1-1930
1664	1466	Cooke	2432	1899	Scr. 8-22-1934
1665	1467	Cooke	2433	1899	Scr. 12-26-1936
1666	1468	Cooke	2434	1899	Scr. 8-15-1934
1667	1469	Cooke	2435	1899	Scr. 2-13-1930 Was NCO #25 10/27-9/29
1668	1494	Cooke	2551	1900	Scr. 9-10-1934
1669	1495	Cooke	2552	1900	Scr. 10-28-1935

1670	1496	Cooke	2553	1900	Scr. 12-8-1933 Was NCO #26 9/27-9/29
1671	1497	Cooke	2554	1900	To M&P 560 11-09; Returned 1924. Scr. 1-12-34
1672	1498	Cooke	2555	1900	Sold to GVG&N #14 9-05 Became 2nd 1697
1673	2111	Schen.	5683	1900 (A)	Presented to City of Tuscon 6-7-55
1674	2112	Schen.	5684	1900 (A)	Scr. 2-23-1951
1675	2113	Schen.	5685	1900	Scr. 5-18-1934
1676	2114	Schen.	5686	1900	Scr. 3-6-1934
1677	2115	Schen.	5687	1900 (A)	Scr. 6-9-1952
1678	1470	Cooke	2518	1900 (A)	Scr. 3-20-1952
1679	1471	Cooke	2519	1900	Sold to Atlantic System #440 3-1901
1680	1472	Cooke	2520	1900	Scr. 8-14-1935
1681	1473	Cooke	2521	1900	Scr. 9-12-1935
1682	1474	Cooke	2522	1900	Scr. 4-7-1934
1683	1475	Cooke	2523	1900	Scr. 1-11-1934
1684	1476	Cooke	2524	1900	Scr. 9-26-1935
1685	1477	Cooke	2525	1900 (A)	Scr. 11-17-1953
1686	1478	Cooke	2526	1900	Scr. 9-27-1935
1687	1479	Cooke	2527	1900	Scr. 6-13-1940
1688	1480	Cooke	2528	1900	Sold to Atlantic System #454 1-7-02
1689	1481	Cooke	2529	1900	Sold to Atlantic System #456 5-23-02
1690	1482	Cooke	2530	1900	Scr. 10-24-1935
1691	1483	Cooke	2531	1900	Sold to Atlantic System #459 7-1902
1692	1484	Cooke	2532	1900	Scr. 7-11-1936
1693	1485	Cooke	2533	1900	Sold to Atlantic System #458 6-4-02
1694	1486	Cooke	2534	1900	Sold to Atlantic System #453 1-17-02
1695	1487	Cooke	2535	1900	Scr. 1-16-1934
1696	1488	Cooke	2536	1900	Sold to Atlantic System #451 12-19-01
1697	1489	Cooke	2537	1900	Sold to Atlantic System #450 12-18-01
1698	1490	Cooke	2538	1900	Sold to Atlantic System #441 10-18-01
1699	1491	Cooke	2539	1900	Scr. 12-21-1935
1700	1492	Cooke	2540	1900	Sold to Atlantic System #457 5-23-02
1701	1493	Cooke	2541	1900 (A)	Scr. 6-25-1949
1702	2103	Cooke	2592	1900 (A)	Scr. 10-31-1950
1703	2104	Cooke	2593	1900	Scr. 8-27-1948
1704	2105	Cooke	2594	1900	Sold to Atlantic System #444 11-12-01
1705	2106	Cooke	2595	1900	Sold to Atlantic System #445 10-21-01
1706	2107	Cooke	2596	1900	Scr. 10-30-1935
1707	2108	Cooke	2597	1900 (A)	Scr. 10-26-1951
1708	2109	Schen.	5678	1900	Sold to Atlantic System #446 10-9-01
1709	2110	Schen.	5679	1900	Sold to Atlantic System #447 11-15-01
1710	2136	Cooke	2620	1901	Scr. 7-11-1936
1711	2137	Cooke	2621	1901	Scr. 9-13-1935
1712	2138	Cooke	2622	1901	Sold to Atlantic System #448 10-9-01
1713	2139	Cooke	2623	1901	Sold to Atlantic System #449 10-21-01
1714	2140	Cooke	2624	1901	Sold to NWP #300 10-9-29 Scr. 11-18-36
1715	2141	Cooke	2625	1901	Scr. 2-13-1934
1716	2142	Cooke	2626	1901	Sold to NWP #301 10-9-29 Scr. 11-25-36
1717	2143	Cooke	2627	1901	Scr. 11-9-1935
1718	2144	Cooke	2628	1901	Scr. 3-19-1934
1719	2145	Cooke	2629	1901	Scr. 1-4-1934
2nd 1660 AE 577					
SP	1622-1447	Cooke	2439	1899 (A)	Scr. 4-21-1954
2nd 1697 AE 565 GVG&N 14-					
SP	1672-1498	Cooke	2555	1900	Scr. 12-18-1933
2nd 1713 AE 575 GH&SA 433					
GH&SA	973	Cooke	2601	1900	

Note: Engines 2nd 1660, 1697 and 1713 were acquired in 1924 from the Arizona Eastern Engine 2nd 1713 weights are 149000-131700



S. P. 2294, Los Angeles, 1938. T-26. Baldwin, 1902.

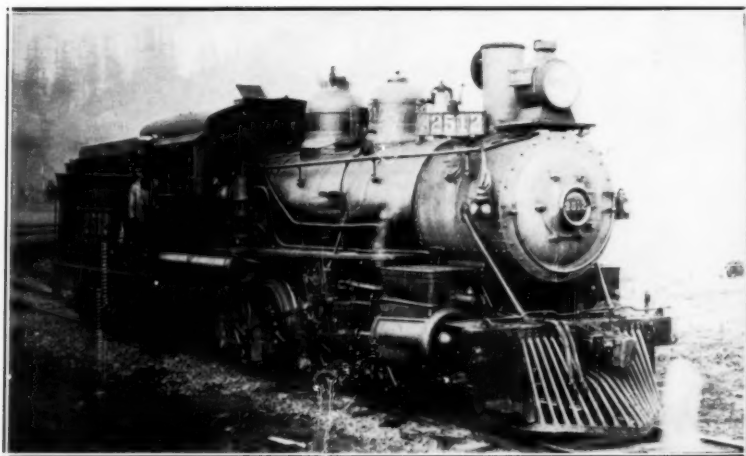


Courtesy of Fred Jukes

S. P. #2308 at Chico, Cal. Baldwin 1903



S. P. 2385, T-57, Ex SD&AE 200, Baldwin 1907
Unique feature was the short smokebox

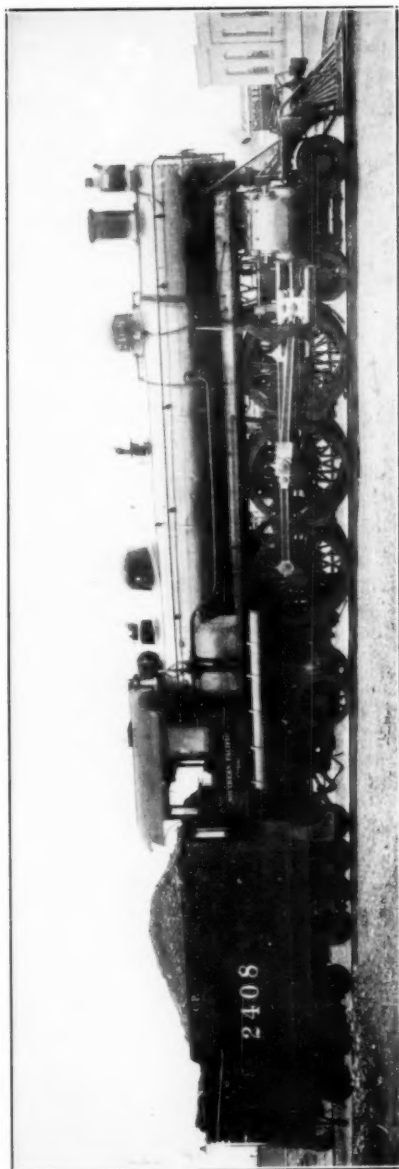


Courtesy of H. H. Arey

S. P. 2512, C-1, S. P. Co., Sacramento, 1888. Ex. Ore. & Calif. 49. Ex S. P. 1912.



S. P. 2282, T-27, Baldwin 1900
The only "Mother Hubbard" on the Pacific Coast. Photographed at Los Angeles in 1901



S. P. 2408, Watsonville, Calif., 1906. As built, coal burner, soon converted to oil. Baldwin, 1906.

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Class M-8 2-6-0 Originally Class M-7 Vauc. Comp. 63—15½&26x28—176640
Simplified between 1907 and 1909, the Vanderbilt boilers
were replaced in 1913 and 1914. Final dimensions were
63—21x28—184700—159000—200—33320

1720	Baldwin	19532	1901	Reblt.	7-07	New boiler	5-14	Scr.	10-30-1935
1721	Baldwin	19533	1901	Reblt.	6-09	New boiler	1913	Sold for scrap	9-30-54
1722	Baldwin	19534	1901	Reblt.	8-07	New boiler	4-13	Sold to Fdelp	#410 12-51
1723	Baldwin	19535	1901	Reblt.	3-07	New boiler	1913	Scr.	8-24-1951
1724	Baldwin	19536	1901	Reblt.	11-08	New boiler	1913	Sold for scrap	8-16-54

Class M-6 2-6-0 Originally Vauc. Comp. 63—15½&26x28—166320
Simplified between 1907 and 1915, final dimensions were:
63—21x28—174000—150400—200—33320 except
(A) 63—21x28—184700—159000—200—33320

1725	Baldwin	19537	1901	Reblt.	1909			Sold for scrap	3-31-1952
1726	Baldwin	19538	1901	Reblt.	5-11	(A)			
1727	Baldwin	19539	1901	Reblt.	12-08				
1728	Baldwin	19588	1901	Reblt.	3-08			Scr.	6-30-1955
1729	Baldwin	19589	1901	Reblt.	5-09				
1730	Baldwin	19590	1901	Reblt.	6-14				
1731	Baldwin	19591	1901	Reblt.	1-09			Scr.	4-12-1949
1732	SPdeM 535 1732	Baldwin	19592	1901	Reblt.	3-09		Sold to Fdelp	#411 12-21-51
1733		Baldwin	19593	1901	Reblt.	5-14		Sold to Fdelp	#412 12-21-51
1734		Baldwin	19616	1901	Reblt.	1910		Scr.	9-11-1952
1735		Baldwin	19617	1901	Reblt.	1909		Sold to Fdelp	#413 12-21-51
1736		Baldwin	19618	1901	Reblt.	1909		Scr.	7-3-1952
1737	SPdeM 541 1737	Baldwin	19619	1901	Reblt.	1911		Sold to Fdelp	#414 12-21-51
1738		Baldwin	19620	1901	Reblt.	6-09			
1739		Baldwin	19621	1901	Reblt.	12-08			
1740	SPdeM 537 1740	Baldwin	19622	1901	Reblt.	8-11		Retired	5-25-1955
1741		Baldwin	19623	1901	Reblt.	1-09			
1742		Baldwin	19669	1901	Reblt.	5-07		Scr.	6-19-1952
1743		Baldwin	19670	1901	Reblt.	1-12		Sold for scrap	10-2-54
1744		Baldwin	19671	1901	Reblt.	12-11			
1745		Baldwin	19672	1901	Reblt.	9-10		Scr.	2-24-1936
1746		Baldwin	19699	1901	Reblt.	1908			
1747	SPdeM 542 1747	Baldwin	19704	1901	Reblt.	7-11		Scr.	3-19-1953
1748		Baldwin	19701	1901	Reblt.	7-13		Scr.	11-10-1949
1749	SPdeM 543 1749	Baldwin	19702	1901	Reblt.	9-11			
1750		Baldwin	19703	1901	Reblt.	1-09		Scr.	12-26-1935
1751		Baldwin	19700	1901	Reblt.	1911		Scr.	7-29-1952
1752		Baldwin	19705	1901	Reblt.	1-13		Sold to Fdelp	#415 12-21-51
1753		Baldwin	19757	1901	Reblt.	6-10		Scr.	10-10-1950
1754		Baldwin	19759	1901	Reblt.	2-11		Scr.	2-28-1949
1755		Baldwin	19758	1901	Reblt.	7-13		Scr.	6-30-1953
1756	SPdeM 544 1756	Baldwin	19760	1901	Reblt.	9-11			
1757		Baldwin	19761	1901	Reblt.	2-10		Scr.	11-14-1949
1758	SPdeM 536 1758	Baldwin	19762	1901	Reblt.	5-10			
1759		Baldwin	19779	1901	Reblt.	4-11			
1760		Baldwin	19780	1901	Reblt.	7-10			
1761		Baldwin	19781	1901	Reblt.	2-09		Sold to Fdelp	#416 12-21-51
1762		Baldwin	19782	1901	Reblt.	5-07		Scr.	11-23-1949

1763	Baldwin	19783	1901	Reblt.	9-08	Sold for scrap 10-2-1954
1764	Baldwin	19784	1901	Reblt.	5-13	Retired 11-15-1955
1765	Baldwin	19805	1901	Reblt.	3-09	
1766	Baldwin	19806	1901	Reblt.	9-11	Sold to Fdelp #417 12-21-51
1767	Baldwin	19807	1901	Reblt.	4-10	
1768	Baldwin	19808	1901	Reblt.	4-09	Retired 11-15-1955
1769	Baldwin	19809	1901	Reblt.	12-08	New boiler 12-19 Scr. 5-4-1953

Class M-8 continued—See 1720-1724 for dimensions

1770	Baldwin	20388	1902	Reblt.	8-07	New Boiler 10-14 Retired 5-25-1955
1771	Baldwin	20389	1902	Reblt.	6-09	New Boiler 1913
1772	Baldwin	20419	1902	Reblt.	6-07	New Boiler 1913 Scr. 10-8-1952
1773	Baldwin	20420	1902	Reblt.	2-08	New Boiler 5-15 Sold for scrap 8-14-54
1774	Baldwin	20436	1902	Reblt.	5-09	New Boiler 10-14
1775	Baldwin	20464	1902	Reblt.	2-08	New Boiler 1913
1776	Baldwin	20465	1902	Reblt.	11-07	New Boiler 1913 Sold for scrap 11-17-54
1777	Baldwin	20466	1902	Reblt.	11-08	New Boiler 1913
1778	Baldwin	20500	1902	Reblt.	8-09	New Boiler 9-14 Sold to Fdelp #418 12-21-51
1779	Baldwin	20501	1902	Reblt.	10-08	New Boiler 1915 Sold for scrap 1-3-55

Class M-6 continued—See 1725-1769 for dimensions

1780	Baldwin	20573	1902	Reblt.	2-09	Scr. 10-27-1949
1781	Baldwin	20591	1902	Reblt.	12-11	
1782	Baldwin	20622	1902	Reblt.	10-10	
1783	Baldwin	20647	1902	Reblt.	3-09	
1784	Baldwin	20648	1902	Reblt.	11-12	Sold to Fdelp #419 12-21-51
1785	Baldwin	20670	1902	Reblt.	11-12 (A)	
1786	Baldwin	20671	1902	Reblt.	10-13	Scr. 6-6-1952
1787	Baldwin	20672	1902	Reblt.	11-08	Scr. 6-30-1953
1788	Baldwin	20673	1902	Reblt.	2-09	Sold to Fdelp #420 12-21-51
1789	Baldwin	22284	1903	Reblt.	3-09	Scr. 10-19-1939
1790	Baldwin	22289	1903	Reblt.	1-13 (A)	Sold to Fdelp #421 12-21-51
1791	Baldwin	22297	1903	Reblt.	5-13	Scr. 4-18-1952
1792	Baldwin	22304	1903	Reblt.	10-10	Sold for scrap 11-15-54
1793	Baldwin	22321	1903	Reblt.	3-19	Sold to Fdelp #422 12-21-51
1794	Baldwin	22322	1903	Reblt.	2-12	Sold to Fdelp #423 12-21-51
1795	Baldwin	22333	1903	Reblt.	2-11	Scr. 5-12-1953
1796	Baldwin	22346	1903	Reblt.	5-13	
1797	Baldwin	22371	1903	Reblt.	8-12	Sold to Fdelp #424 12-21-51
1798	Baldwin	22385	1903	Reblt.	12-13 (A)	Sold to Fdelp #425 12-21-51
1799	Baldwin	22400	1903	Reblt.	5-09	Sold to Fdelp #426 12-21-51
1800	SPdeM 538 1800	Baldwin	22414	1903	Reblt.	4-09 Sold for scrap 8-16-54
1801		Baldwin	22425	1903	Reblt.	10-09 Retired 5-25-1955
1802		Baldwin	22431	1903	Reblt.	4-15 Scr. 3-7-1949
1803	CRY&P 17	Baldwin	20458	1902	Reblt.	1-07 Scr. 7-15-1953 Note A

Note A: Engine 1803 was too heavy for the CRY&P; it was leased to the T&NO from 1902 to 1-1907. It was renumbered SP 1803 on 8-24-1906

Class M-9 2-6-0 63—21x28—177500—150000—210—34990 except those marked (A) which weighed 189000—161600 (B) 179000—153100

1804	SPdeM 530	1804	Brooks	45020	1908	Scr. 2-28-1953
1805	SPdeM 531	1805	Brooks	45021	1908	
1806			Brooks	45022	1908	
1807	SPdeM 532	1807	Brooks	45023	1908	(A) Sold for scrap 10-22-54
1808			Brooks	45024	1908	Scr. 11-13-1953
1809			Brooks	45025	1908	
1810			Brooks	45026	1908	Scr. 6-30-1953
1811			Brooks	45027	1908	Scr. 2-28-1952
1812			Brooks	45028	1908	Scr. 5-22-1953
1813			Brooks	45029	1908	
1814			Brooks	45030	1908	Scr. 5-22-1953
1815			Brooks	45031	1908	Scr. 5-14-1952
1816			Brooks	45032	1908	Sold for scrap 6-1-1955
1817			Brooks	45033	1908	
1818			Brooks	45034	1908	Scr. 1-14-1936
1819	SPdeM 533	1819	Baldwin	33779	1909	(B) Sold to FdelP #436 12-21-51
1820			Baldwin	33780	1909	(A) Scr. 5-29-1950
1821	SPdeM 534	1821	Baldwin	33793	1909	(A) Sold to FdelP #437 12-21-51
1822			Baldwin	33794	1909	(A) Scr. 10-30-1953

Note: Engines 1804-1815 inclusive were delivered from the factory to the T&NO. They were transferred to the Pacific System 8-1-1910.

Class M-6 2-6-0 63—21-28—179000—153100—200—33320

1823	S. P. Shops Sacto.	79	1917	Scr. 6-29-1950
1824	S. P. Shops Sacto.	81	1918	
1825	S. P. Shops Sacto.	82	1918	

Class M-9 2-6-0 63—20x28—177500—150000—210—34990 except those marked (A) weighed—182900—155800

1826			S. P. Shops, Sacto.	86	1918	(A) Sold to FdelP #439 8-4-1952
1827			S. P. Shops, Sacto.	88	1918	(A) Scr. 11-25-1953
1828	AE 567	SPdeM 509	CYR&P	509	Brooks	45014 1908 Scr. 9-14-1953
1829	568	510	510	Brooks	45015 1908	Sold for scrap 6-15-1950
1830	569	513	513	Brooks	45018 1908	Was Pac. El. #1830 4-1-40 to 4-47. Scr. 11-19-1954

Class M-11 2-6-0 63—21x28—180440—153000—200—36750 except those marked (A) weighed—189000—161600. Engine 1831 had 210 lbs. BP, 34990 TE

1831	AE 570	SPdeM 516	CRY&P 516	Baldwin	33823	1909	Scr. 6-28-1949
1832	571	524	524	Baldwin	33878	1909	Scr. 5-22-1953
1833	572	527	527	Baldwin	33915	1909	
1834	573	528	528	Baldwin	33916	1909	(A) Sold for scrap 11-17-54
1835	574	529	529	Baldwin	33917	1909	(A) Scr. 4-7-1955

Class M-9 2-6-0 63—21x28—179000—152000—210—34990

1836	AE 576	SPdeM 520	CYR&P 520	Baldwin	33834	1909	Sold to FdelP #438 12-21-51
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Class M-21 2-6-0 63—22x28—215230—185000—250—42400 (A)—211320—181070

1837	SPdeM 523	T&NO 523	S. P. Co. Houston	1929	Acq. 9-20-39	Returned to TN&O 10-11-42
1838	521	521	S. P. Co. Houston	1928	Acq. 10-10-39	10-22-42 (A)
1839	527	527	S. P. Co. Houston	1930	Acq. 10-10-39	10- 6-42

1840	SPdeM	528	T&NO	528	S. P. Co. Houston	1930	Acq.	10- 4-39	9- 4-42
1841		529		529	S. P. Co. Houston	1930	Acq.	10- 5-39	10-21-42
1842		520		520	S. P. Co. Houston	1928	Acq.	6- 4-41	9-10-42 (A)
1843		522		522	S. P. Co. Houston	1929	Acq.	6- 4-41	10-14-42 (A)
1844		524		524	S. P. Co. Houston	1929	Acq.	6-11-41	10-13-42
1845		526		526	S. P. Co. Houston	1930	Acq.	6-11-41	10-14-42

Note: SPdeM 525, ex T&NO 525 was on the Pacific System, 10-7-42 to 3-25-43. It was not renumbered, but was returned to the T&NO as No. 525.

Class s-1 2-6-2T 51-16x24-103800-80100-145-14850 Old Class HA

1900	1501	CP	230	C. P. Shops, Sacto.	13	1881	Renumb. SPMW #577	7-10-1918
1901	1502		231	C. P. Shops, Sacto.	14	1882	Renumb. SPMW #571	6-10-1916
1902	1503		232	C. P. Shops, Sacto.	15	1882	Sold 6-14-1912 to Bayside Lbr. Co. #2	
1903	1504		233	C. P. Shops, Sacto.	16	1882	Sold to L. R. Fields 8-4-1914	Note A
1904	1505		234	C. P. Shops, Sacto.	17	1882	Sold to Shattuck & Edinger #8	7-6-42
1905	1506		235	C. P. Shops, Sacto.	18	1882	Sold to Tidewater Sou. RR #1	7-2-42
1906	1507		236	C. P. Shops, Sacto.	19	1882	Renumb. SPMW #566	6-1-1917

Note A: Engine 1903 was presented to the Calif-Nevada RR Hist. Soc. in 1938. It is on display at the Oakland, Calif. Civic Auditorium.

Class PR-1 2-6-2 70-23x28-200500-136800-170-30580

1900	EP&SW	134	EP&NE	20	Baldwin	21024	1902	Leased to SPdeM #701	3-24-1925
1901		135		21	Baldwin	20999	1902	Leased to SPdeM #702	3-24-1925
1902		136		22	Baldwin	21036	1902	Leased to SPdeM #703	3-24-1925
1903		137		23	Baldwin	21037	1902	Scr. 6-3-1934	Note A

Note A: Engine 1903 was lettered and numbered SPdeM #704 3-24-1925 at Tuscon but was not delivered to the SPdeM. It was renumbered SP 1903 and converted from coal to oil at San Francisco 6-17-1925. (RUL)

Class PR-2 2-6-2 70-23x28-204660-141200-170-30580

1904	EP&SW	138	EP&NE	24	Baldwin	24657	1904	Scr.	3-9-1936
1905		139		25	Baldwin	24658	1904	Scr.	5-3-1934

Cnclassified 4-6-0 48-17x24-70500-49000-140-14500 Old Class UN

2000	1509	CP	6	Wm. Mason	153	1864	Scrapped	6-30-1908
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**Class T-22, Old Classes DU and DS T-22 57-18x24-118000-93800-160-18550
DU 98500-77000-140-16230
DS 93500-69900**

2001	1536	CP	68	McKay & Aldus	1867	T-22	Scr.	9-26-1933
2002	1529	CP	39	McKay & Aldus	1867	DU	Sold to Calif. Western #8	10-25-1910
2003	1538	CP	70	McKay & Aldus	1868	DS	Scr.	6-14-1910
								Rebtl. 1869 and 1889

**Class T-18, Old Classes DQ and DR T-18 57-18x24-93200-71500-150-17390
Also DR 71500-55400-130-15070
DQ-a 93500-69900
DQ-b 98400-83000**

2004	1569	CP	204	Cooke	1020	1876	T-18	Scr.	6-14-1930
2005	1570	CP	205	Cooke	1021	1876	DR	Scr.	8-30-1910
2006	1573	CP	208	Cooke	1024	1876	T-18	Scr.	12-31-1935
2007	1574	CP	209	Cooke	1025	1876	T-18	Scr.	12-6-1912
2008	1577	CP	212	Cooke	1028	1876	DR	Sold to H&TC #222	6-1902

2009	1543	CP 75	Cooke	1868	DQa	Rebld. to 0-6-0 #1012 6-1901
2010	1575	CP 210	Cooke	1026	1876	DQ Scr. 2-28-1910
2011	1578	CP 213	Cooke	1029	1876	DQb Sold to SDC&E #20 3-14-08
						See SPdeM 215
2012	1580	CP 215	Cooke	1031	1876	DQ Sold to Oak., Antioch & En. RR 5-31-13

**Class T-16, Old Classes DO and DP
4-6-0**
T-16 and DP
T-16a and DPa
T-16b
T-16c and DO
DOa

57—18x24—98750—73650—150—17390
101100—75150
103250—75950
79150—58000
71250—49900

2013	1557	CP 192	Schen.	984	1875	T-16	Scr. 3-31-1914
2014	1560	CP 195	Schen.	987	1875	T-16a	Scr. 6-30-1926 Note A
2015	1563	CP 198	Schen.	990	1875	DPa	Sold to H&TC #223 11-1902
2016	1595	SP 40	Schen.	1011	1876	DP	Sold to H&TC #221 11-1902
2017	1598	SP 43	Schen.	1014	1876	T-16	Scr. 6-14-1930
2018	1608	SP 105	SPAR 25	1306	1880	T-16b	Sold to Ariz. Eastern 11-25-12 Note B
2019	1654	SP 162	SPNM 3	1368	1881	T-16b	Scr. 9-26-1933
2020	1533	CP 57	Schen.	576	1868	DOa	Sold to Ocean Shore #7 2-16-07
2021	1534	CP 58	Schen.	495	1868	DOa	Scr. 6-12-1901
2022	1535	CP 59	Schen.	494	1868	DOa	Scr. 9-10-1906
2023	1554	CP 189	Schen.	981	1875	DO	Sold to Amador Central #5 3-28-1910
2024	1558	CP 193	Schen.	985	1875	DO	Scr. 1-19-1906
2025	1559	CP 194	Schen.	986	1875	T-16c	Scr. 3-28-1921

Note A: Engine 2014 had 63 in. drivers, 14680 TE; Engine 2018 became SPdeM 208

Class T-15, Old Class DO Engines 2026-28
4-6-0
Engines 2029-37
63—18x24—105360—81100—160—16780
57—18x24—89100—67200—140—16230
except where stated differently

2026	1561	CP 196	Schen.	988	1875	T-15	Scr. 9-30-1923
2027	1562	CP 197	Schen.	989	1875	T-15	Scr. 7-9-1919
2028	1565	CP 200	Schen.	992	1875	DO	Scr. 11-23-1912
2029	1581	CP 216	Schen.	1016	1876	T-15	Scr. 6-1-1918
2030	1582	CP 217	Schen.	1018	1876	T-15	Sold to Dallas Loc. Wks. 3-22-23 Note A
2031	1583	CP 218	Schen.	1020	1876	T-15	Scr. 9-30-1926
2032	1585	SP 36	Schen.	1004	1876	DO	Scr. 11-12-1912 Note A
2033	1589	SP 112	SPAR 32	1311	1881	T-15	Scr. 10-25-1916
2034	1592	SP 37	Schen.	1008	1876	DO	Scr. 7-30-1910 Note A
2035	1593	SP 38	Schen.	1009	1876	DO	Sold to CRY&P #204 1-22-08 Note A
2036	1594	SP 39	Schen.	1010	1876	T-15	Scr. 12-31-1922 Note A
2037	1597	SP 42	Schen.	1013	1876	DO	Scr. 6-29-1911 Note A

Note A: Engine 2030 weighed 88850-63550; 2032,2034-37 weighed 79000-64000

Class T-16 4-6-0 57—18x24—89100—67200—140—16230
Old Class DO
115300—84800—165—19130
except 2039-40 weighed
and 2053 weighed
110800—81800

2038	1601	SP 98	SPAR 18	Schen.	1297	1880	DO	Scr. 9-22-1906
2039	1602	SP 99	19	Schen.	1298	1880	T-16	Scr. 1-16-1929
2040	1603	SP 100	20	Schen.	1299	1880	T-16	Scr. 8-9-1934
2041	1604	SP 101	21	Schen.	1300	1880	T-16	Scr. 2-4-1918
2042	1605	SP 102	22	Schen.	1301	1880	DO	Sold to Calif. Western #5 6-28-06

2043	1606	SP 103	23	Schen.	1302	1880	DO	Sold to CRY&P #203 8-1-07 See SPdeM 203
2044	1607	SP 104	24	Schen.	1305	1880	DO	Scr. 10-31-1906
2045	1609	SP 106	26	Schen.	1307	1881	DO	Sold to Nevada Nor. #2 12-13-05
2046	1610	SP 107	27	Schen.	1308	1881	DO	Sold to Ocean Shore #3 4-10-06
2047	1611	SP 108	28	Schen.	1309	1881	DO	Scr. 9-10-1906
2048	1612	SP 109	29	Schen.	1310	1881	T-16	Scr. 7-1-1913
2049	1614	SP 111	31	Schen.	1315	1881	DO	Sold to P. & E. #293 8-19-07 See SPdeM 209
2050	1615	SP 113	33	Schen.	1316	1881	DO	Scr. 9-22-1906
2051	1616	SP 124	44	Schen.	1317	1881	DO	Sold to CRY&P #202 7-16-07
2052	1617	SP 125	45	Schen.	1319	1881	DO	Scr. 9-22-1906
2055	1618	SP 126	46	Schen.	1321	1881	T-16	Scr. 3-20-1925
2054	1619	SP 127	47	Schen.	1323	1881	DO	Sold to Phoenix & En. #294 9-29-07
2055	1620	SP 128	48	Schen.	1338	1881	DO	Sold to CRY&P #201 7-1-07
2056	1621	SP 129	49	Schen.	1339	1881	DO	Sold to CRY&P #206 12-8-07
2057	1622	SP 130	50	Schen.	1342	1881	DO	Scr. 9-10-1906

Class T-15 4-6-0 57—18x24—89100—67200—140—16230 Old Class DO

2058	1623	SP 131 SPAR	51	Schen.	1343	1881	T-15	Scr. 2-15-1922
2059	1624	SP 132	52	Schen.	1347	1881	DO	Scr. 9-10-1909
2060	1625	SP 133	53	Schen.	1348	1881	DO	Scr. 6-22-1912
2061	1627	SP 135	55	Schen.	1352	1881	DO	Sold to CRY&P #207 12-8-07
2062	1628	SP 136	56	Schen.	1354	1881	DO	Scr. 12-10-1910
2063	1629	SP 137	57	Schen.	1355	1881	DO	Sold to CRY&P #200 5-8-07
2064	1630	SP 138	58	Schen.	1358	1881	DO	Sold to E. B. & A. L. Stone Co. #50-1905
2065	1631	SP 139	59	Schen.	1359	1881	DO	Scr. 3-31-1905
2066	1632	SP 140	60	Schen.	1362	1881	DO	Scr. 10-23-1909
2067	1633	SP 141	61	Schen.	1535	1882	T-15	Scr. 3-16-1918
2068	1634	SP 142	62	Schen.	1536	1882	DO	Scr. 4-18-1910
2069	1635	SP 143	63	Schen.	1537	1882	DO	Sold to Twin Buttes RR #2 4-18-07
2070	1636	SP 144	64	Schen.	1538	1882	T-15	Scr. 10-30-1913
2071	1637	SP 145	65	Schen.	1584	1882	DO	Scr. 9-20-1910
2072	1638	SP 146	66	Schen.	1585	1882	T-15	Scr. 11-12-1912

Note: Engine 2064 became Ocean Shore RR #8, 1-1906.

**Class T-15 and T-16 4-6-0 Engines 2073, 2081, 2082, 2095 weighed 115300—85000
Old Class DO Engines 2088 and 2094 weighed 103250—76000
Others same as 2058-2072: 89100—67200**

2073	1639	SP 147 SPAR	67	Schen.	1586	1882	T-16	Scr. 3-20-1934
2074	CBR&E 5	SP 2074						
	1640	SP 148 SPAR	68	Schen.	1587	1882	T-15	Scr. 5-20-1919
2075	1641	SP 149	69	Schen.	1588	1882	DO	Sold to Santa Maria Val. #1 9-11
2076	1643	SP 151	71	Schen.	1590	1882	T-15	Scr. 2-15-1922
2077	1644	SP 152	72	Schen.	1591	1882	T-15	Sold to N. B. Livermore Co. 10-3-12
2078	1645	SP 153	73	Schen.	1592	1882	DO	Sold to Nevada Nor. #3 12-13-105
2079	1646	SP 154	74	Schen.	1593	1882	DO	Scr. 7-28-02
2080	1647	SP 155	75	Schen.	1631	1882	DO	Scr. 7-29-1914
2081	1648	SP 156	76	Schen.	1632	1882	T-16	Scr. 12-15-1926
2082	1649	SP 157	77	Schen.	1633	1882	T-16	Scr. 5-5-1934
2083	1650	SP 158	78	Schen.	1634	1882	DO	Sold to Folsom Prison #1 10-27-09

2084	1651	SP 159	79	Schen.	1635	1882	T-15	Scr. 2-23-1914
2085	1652	SP 160 SPNM	1	Schen.	1363	1881	T-15	Scr. 7-12-1926
2086	1653	SP 161	2	Schen.	1366	1881	DO	Sold to CRY&P #205 1-22-08
2087	1655	SP 163	4	Schen.	1370	1881	DO	Scr. 7-28-02
2088	1656	SP 164	5	Schen.	1371	1881	T-16	Scr. 6-30-1926
2089	1657	SP 165	6	Schen.	1374	1881	DO	Scr. 8-10-1909
2090	1678	SP 204 SPNM	45	Schen.	1636	1882	T-15	Sold to CBR&E #4 7-07 Note A
2091	1679	SP 205	46	Schen.	1637	1882	DO	Scr. 12-15-1906
2092	1680	SP 206	47	Schen.	1638	1882	DO	Scr. 11-20-1906
2093	1681	SP 207	48	Schen.	1639	1882	DO	Sold to Yreka RR #3 9-22-06
2094	1682	SP 208	49	Schen.	1640	1882	T-16	Scr. 7-26-1926
2095	1683	SP 209	50	Schen.	1641	1882	T-16	Scr. 2-16-1934

Note A: Engine 2090 was acquired from CBR&E RR 12-1915 with Engine 2074 It was scrapped 1-5-1918.

Class T-14, Old Class DN 4-6-0 57—18x24—100700—73800—150—17390

2096	1664	SP 186	27	Rogers	2858	1881	T-14	Scr. 11-12-1913
2097	1665	SP 187	28	Rogers	2859	1881	DN	Sold to Valdez Yukon RR #101 8-31-06
2098	1669	SP 191	32	Rogers	2867	1881	T-14	Scr. 9-21-1929
2099	1671	SP 193	34	Rogers	2872	1881	T-14	Scr. 11-27-1922
2100	1675	SP 197	38	Rogers	2888	1881	DN	Scr. 5-27-1912
2101	1677	SP 199	40	Rogers	2898	1881	T-14	Scr. 3-26-1913

**Classes T-13, T-16, Old Class DM 4-6-0 57—18x24—85800—65600—140—16230
except Engines 2108 and 2111 weighed 105300—79000**

2102	1658	SP 180 SPNM	21	Rogers	2841	1881	DM	Scr. 7-1902
2103	1659	SP 181	22	Rogers	2842	1881	DM	Reblt. to 0-6-0 #1074 11-1901
2104	1660	SP 182	23	Rogers	2843	1881	DM	Scr. 12-24-1908
2105	1661	SP 183	24	Rogers	2844	1881	DM	Scr. 3-23-1909
2106	1662	SP 184	25	Rogers	2845	1881	DM	Reblt. to 0-6-0 #1075 2-1902
2107	1663	SP 185	26	Rogers	2856	1881	DM	Sold to H&TC #224 1-1903
2108	1667	SP 189	30	Rogers	2861	1881	T-16	Scr. 9-30-1925
2109	1670	SP 192	33	Rogers	2870	1881	T-13	Scr. 3-18-1931
2110	1672	SP 194	35	Rogers	2877	1881	DM	Reblt. to 0-6-0 #1076 7-21-02
2111	1673	SP 195	36	Rogers	2878	1881	T-13	Sold to S. J. & E. #2111 7-15-1912
2112	1674	SP 196	37	Rogers	2883	1881	T-13	Sold to S. D. & C. #22 8-23-12 Later SD&A 11
2113	1676	SP 198	39	Rogers	2894	1881	DM	Scr. 9-30-1906

Class T-12, Old Class DL 4-6-0 57—18x24—97600—73400—160—18550

2114	1684	SP 226	Schen.	2469	1887	Scr. 12-24-1921
2115	1685	SP 227	Schen.	2470	1887	Sold to S. D. & C. #21 7-25-11 Later SD&A 10
2116	1686	SP 228	Schen.	2471	1887	Blew up on Lucin Cutoff 2-16-04 Scr. 2-04
2117	1687	SP 229	Schen.	2472	1887	Scr. 10-25-1913
2118	1688	SP 230	Schen.	2473	1887	Scr. 5-20-1926
2119	1689	SP 231	Schen.	2474	1887	Scr. 3-10-1916
2120	1690	SP 232	Schen.	2475	1887	Scr. 1-30-1914
2121	1691	SP 233	Schen.	2476	1887	Scr. 2-4-1928
2122	1692	SP 234	Schen.	2477	1887	Scr. 3-25-1916
2123	1693	SP 235	Schen.	2478	1887	Scr. 1-8-1927

Class T-11 4-6-0

57—18x24—110400—81100—160—18550 except Engines 2127 and 2129
 which were 63—18x24—115800—86450—160—16780

2124	1716	SP 315	Cooke	1892	1888	Scr. 5-24-1927
2125	1717	SP 316	Cooke	1893	1888	Scr. 4-30-1923
2126	1718	SP 317	Cooke	1894	1888	Scr. 8-15-1923
2127	1719	SP 318	Cooke	1895	1888	Scr. 11-21-1933
2128	1720	SP 319	Cooke	1896	1888	Scr. 7-1-1924
2129	1721	SP 320	Cooke	1897	1888	Scr. 4-21-1928
2130	1722	SP 321	Cooke	1898	1888	Scr. 4-23-1924
2131	1723	SP 322	Cooke	1899	1888	Scr. 2-14-1934
2132	1724	SP 323	Cooke	1900	1888	Scr. 7-17-1923
2133	1725	SP 324	Cooke	1901	1888	Scr. 2-14-1934

Class T-10 4-6-0

57—18x24—125500—85700—160—18550 except Engine 2135
 which weighed 125500—92000 after 1916

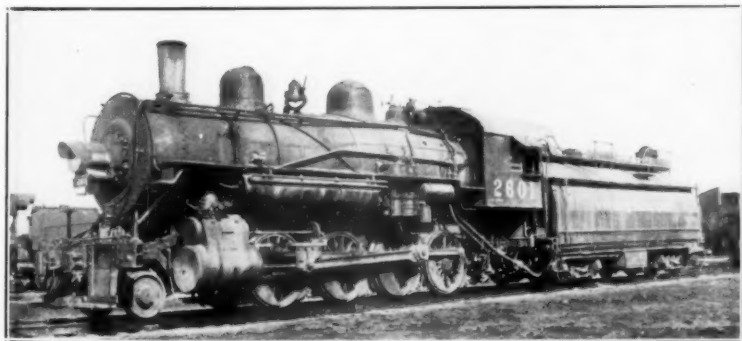
2134	1732	SP 331	Rhode Is.	2018	1888	Scr. 7-12-1922
2135	1733	SP 332	Rhode Is.	2019	1888	Scr. 8-7-1935
2136	1737	SP 336	Rhode Is.	2023	1888	Scr. 7-30-1923
2137	1738	SP 337	Rhode Is.	2024	1888	Scr. 9-24-1934
2138	1739	SP 338	Rhode Is.	2025	1888	Sold to Ore. Pac. & En. #8 3-1-1924
2139	1743	SP 342	Rhode Is.	2029	1888	Scr. 2-21-1928
2140	1726	SP 325	Rhode Is.	2012	1888	Scr. 6-8-1929
2141	1727	SP 326	Rhode Is.	2013	1888	Scr. 8-8-1924
2142	1728	SP 327	Rhode Is.	2014	1888	Scr. 7-13-1923
2143	1729	SP 328	Rhode Is.	2015	1888	Scr. 8-3-1909
2144	1730	SP 329	Rhode Is.	2016	1888	Scr. 4-24-1926
2145	1731	SP 330	Rhode Is.	2017	1888	Scr. 6-13-1929
2146	1734	SP 333	Rhode Is.	2020	1888	Scr. 8-7-1935
2147	1735	SP 334	Rhode Is.	2021	1888	Scr. 11-23-1933
2148	1736	SP 335	Rhode Is.	2022	1888	Scr. 8-25-1920
2149	1740	SP 339	Rhode Is.	2026	1888	Scr. 3-21-1928
2150	1741	SP 340	Rhode Is.	2027	1888	Scr. 5-28-1923
2151	1742	SP 341	Rhode Is.	2028	1888	Scr. 4-30-1934
2152	1744	SP 343	Rhode Is.	2030	1888	Scr. 11-2-1926
2153	1745	SP 344	Rhode Is.	2031	1888	Scr. 3-17-1917

Class T-9 4-6-0 57—18x24—101500—83100—160—18550 except 2170 and 2172 were
116550—92000—170—19720, 2166 was
118900—95000—160—18550, and 2155 was
123000—96000—170—19720

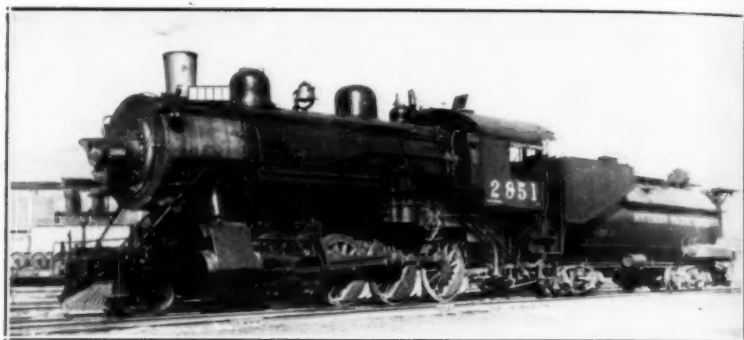
2154	1699	SP 250	Schen.	2521	1888	Sold to Mascot & West. #1 3-31-16 Scr. 12-1936
2155	1700	SP 251	Schen.	2522	1888	Sold to H&TC #225 6/03. Returned 12/03. Scr. 5-27-29
2156	1701	SP 252	Schen.	2523	1888	Scr. 6-7-1930
2157	1702	SP 253	Schen.	2524	1888	Scr. 8-7-1923
2158	1703	SP 254	Schen.	2525	1888	Scr. 2-1-1927
2159	1704	SP 255	Schen.	2526	1888	Scr. 5-10-1923
2160	1705	SP 256	Schen.	2527	1888	Scr. 10-20-1935
2161	1706	SP 257	Schen.	2528	1888	Scr. 4-11-1949
2162	1707	SP 258	Schen.	2529	1888	Scr. 10-26-1929
2163	1694	SP 245	Schen.	2516	1888	Sold 6-27-17 to Amer. Smelting & Ref. Co.
2164	1695	SP 246	Schen.	2517	1888	Scr. 8-7-1935
2165	1696	SP 247	Schen.	2518	1888	Scr. 6-13-1929
2166	1697	SP 248	Schen.	2519	1888	Scr. 11-18-1933
2167	1698	SP 249	Schen.	2520	1888	Scr. 6-20-1927
2168	1708	SP 259	Schen.	2530	1888	Scr. 9-20-1915



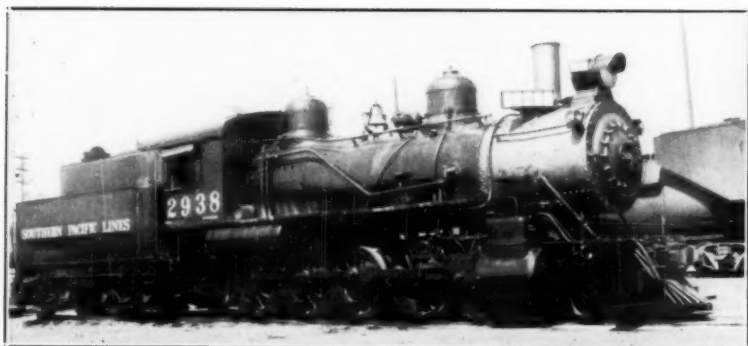
S. P. 2500, C-32, Ex F. C. Nacozari 103. Baldwin 1906
Showing wartime light dispersal shield on headlight. This was the third engine to bear the number 2500



S. P. 2601, Los Angeles, 1940. C-2. Schenectady, 1839. Ex. 1914.



S. P. 2851, Los Angeles, 1940. C-10. S. P. Co., Sacramento, 1918.



Courtesy of Fred Stindt

S. P. 2938, Portland, Oregon, 1940. TW-3. Schenectady, 1892. Ex 1992-2838.

2169
2170
2171
2172
2173

Class

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2100

2169	1709	SP 260	Schen.	2531	1888	Sold to Dallas Mach. & Loco. Wks.	5-28-1924
2170	1710	SP 261	Schen.	2532	1888	Scr.	8-2-1934
2171	1711	SP 262	Schen.	2533	1888	Scr.	7-16-1936
2172	1712	SP 263	Schen.	2534	1888	Scr.	11-29-1940
2173	1784	SP 244	Schen.	2515	1888	Scr.	12-9-1935

**Classes T-8 and T-9 4-6-0 57—18x24—106200—87500—160—18550 for T-8 except
Engine 2174 which was 121800—99000
Engines 2175 and 2180 same dimensions as Engine 2155**

2174	1747	Nor. Ry.	1010	Schen.	2652	1888	T-8	Scr.	11-1-1948
2175	1748		1011	Schen.	2653	1888	T-9	Scr.	4-24-1930
2176	1749		1012	Schen.	2654	1888	T-8	Scr.	11-26-1929
2177	1750		1013	Schen.	2655	1888	T-8	Scr.	12-7-1929
2178	1751		1014	Schen.	2656	1888	T-8	Scr.	3-3-1951
2179	1752		1015	Schen.	2657	1888	T-8	Scr.	6-21-1934
2180	1753		1016	Schen.	2658	1888	T-9	Scr.	8-8-1934
2181	1754		1017	Schen.	2659	1888	T-8	Scr.	12-3-1936
2182	1755		1018	Schen.	2660	1888	T-8	Scr.	8-17-1926
2183	1746	SP 366		Schen.	2651	1888	T-8	Scr.	3-2-1934

Class T-7 4-6-0 57—18x24—109100—88500—160—18550

2184	1713	SP 292	Rhode Is.	1963	1888	Scr.	10-26-1925
2185	1714	SP 293	Rhode Is.	1964	1888	Scr.	8-7-1935
2186	1715	SP 294	Rhode Is.	1965	1888	Sold to Western Lbr. Co.	8-1-1924

**Class T-6 Old Class DF 4-6-0 (A) 63—18x30—108400—77650—145—19020
(B) 57—18x30—105100—78700—145—21017
(C) 57—18x30—112220—84500—150—21740
(D) 57—18x30—106800—71700—135—19570**

2187	1777	SP 213	C. P. Shops. Sacto.	38	1888	(A)	Scr.	1-12-1927
2188	1778	SP 214	C. P. Shops. Sacto.	39	1888	(A)	Scr.	12-18-1912
2189	1779	SP 215	C. P. Shops. Sacto.	40	1888	(B)	Scr.	10-10-1913
2190	1780	SP 216	C. P. Shops. Sacto.	41	1888	(A)	Scr.	3-13-1925
2191	1782	SP 242	C. P. Shops. Sacto.	72	1888	(B)	Scr.	11-14-1916
2192	1763	CP 2nd 175	C. P. Shops. Sacto.	24	1888	(D)	Scr.	2-28-1913
2193	1764	CP 2nd 177	C. P. Shops. Sacto.	25	1888	(D)	Scr.	11-20-1916
2194	1765	CP 238	C. P. Shops. Sacto.	30	1888	(A)	Scr.	2-8-1923
2195	1766	CP 239	C. P. Shops. Sacto.	31	1888	(A)	Scr.	11-14-1916
2196	1767	CP 240	C. P. Shops. Sacto.	32	1888	(A)	Scr.	10-30-1912
2197	1768	CP 241	C. P. Shops. Sacto.	33	1888	(B)	Scr.	3-31-1926
2198	1769	CP 242	C. P. Shops. Sacto.	34	1888	(B)	Scr.	4-24-1912
2199	1770	CP 243	C. P. Shops. Sacto.	35	1888	(A)	Scr.	2-10-1914
2200	1771	CP 244	C. P. Shops. Sacto.	36	1888	(A)	Scr.	10-3-1924
2201	1772	CP 245	C. P. Shops. Sacto.	37	1888	(A)	Destroyed in wreck	2-20-1906
2202	1773	CP 246	C. P. Shops. Sacto.	51	1888	(B)	Scr.	3-12-1913
2203	1774	CP 247	C. P. Shops. Sacto.	52	1888	(A)	Scr.	6-1-1923
2204	1775	CP 248	C. P. Shops. Sacto.	53	1888	(A)	Scr.	3-13-1925
2205	1776	CP 249	C. P. Shops. Sacto.	54	1888	(A)	Scr.	6-30-1926
2206	1781	SP 241	C. P. Shops. Sacto.	71	1888	(A)	Scr.	11-14-1916
2207	1783	SP 243	C. P. Shops. Sacto.	73	1888	(A)	Destroyed in wreck	2-20-1906
2208	1762	SP 2nd 19	C. P. Shops. Sacto.	23	1885	(C)	Scr.	2-6-1923

4-6-0 ENGINES HAVING SECOND NUMBERS IN 2100 SERIES

Class T-34 4-6-0 63—20x26—145000—114000—185—25960

2100	EP&SW 112-7	A&SE 7	Schen.	5275	1899	Scr.	6-17-1930
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Class T-35 4-6-0 57—20x26—148500—122000—185—28690

2101 EP&SW 113-8 A&SA 8 Schen. 5706 1900 Scr. 4-28-1927

Class T-36 4-6-0 63—20x26—153000—118000—190—26580

2162 EP&SW 114-18 Manchester 26684 1902 Scr. 10-1-1935
 2103 115-19 Manchester 26685 1902 Scr. 4-19-1947
 2104 116-20 Manchester 26686 1902 Sold to Nord Oest De Mexico 8-15-1935

Class T-37 4-6-0 70—24x28—187100—146200—175—34270

2105 EP&SW 125-21-9-30 Rhode Is. 29017 1903 Scr. 10-2-1952
 2106 126-22-10-31 Rhode Is. 29018 1903 Scr. 2-26-1951

Class T-5 and T-33 4-6-0 When built, were cross compounds of following dimensions

69—20x29x24—149700—97000—180—16700 except 2209 which was
 69—19x24—127000—101500—180—19210 as built. Engine 2210 rebt.
 simple, to 69—19x24—131500—112000—180—19210 Engine 2211 rebt.
 simple, to 69—20x24—131500—112000—180—21290 Engine 2212 rebt.
 simple, to 69—20x26—142600—113000—180—23060 Class T-3 Engine 2213 rebt.
 while on H. E. & W. T., to same dimen. as 2212, Class T-3

2209 1787 Schen. 3573 1891 T-5 Scr. 9-23-1927
 2210 AE 368 HE&WT 682
 SP 2210 1785 Schen. 3548 1891 T-5 Scr. 5-7-1934
 2211 AE 369 HE&WT 683
 SP 2211 1786 Schen. 3549 1891 T-33 Scr. 7-18-1930
 2212 1788 Schen. 3550 1891 T-3 Scr. 9-8-1928
 2213 1789 Schen. 3551 1891 T-3 Sold to HE&WT #684 5-02 See SPdM 370

**Class T-3 4-6-0 69—20x26—142600—112900—180—23060 final dimensions.
 Orig. cross compounds, 69—20x29x26—132150—100000—180—18090**

2214 1586 Schen. 3784 1892 Scr. 7-14-1928
 2215 1587 Schen. 3785 1892 Scr. 3-26-1934
 2216 1588 Schen. 3786 1892 Scr. 1-17-1928
 2217 1790 Schen. 3780 1892 Scr. 1-9-1934
 2218 1791 Schen. 3781 1892 Scr. 3-9-1934
 2219 1792 Schen. 3782 1892 Scr. 6-29-1935
 2220 1793 Schen. 3783 1892 Scr. 6-29-1928

Class T-2 4-6-0 63—19x24—130750—104900—160—18700

2221 1794 Cooke 2267 1893 Scr. 3-9-1934
 2222 1795 Cooke 2268 1893 Scr. 3-15-1934
 2223 1796 Cooke 2269 1893 Scr. 12-11-1926
 2224 1797 Cooke 2270 1893 Retired to stationary boiler serv. 12-35
 2225 1798 Cooke 2271 1893 Scr. 4-8-1935
 2226 1799 Cooke 2272 1893 Scr. 2-24-1931
 2227 1800 Cooke 2273 1893 Scr. 8-21-1936
 2228 1801 Cooke 2274 1893 Scr. 4-6-1934
 2229 1802 Cooke 2275 1893 Scr. 8-7-1935
 2230 1803 Cooke 2276 1893 Scr. 2-21-1934
 2231 1804 Cooke 2277 1893 Scr. 8-26-1929
 2232 1805 Cooke 2278 1893 Scr. 8-12-1929
 2233 1806 Cooke 2279 1893 Scr. 10-1-1928
 2234 1807 Cooke 2280 1893 Scr. 8-27-1930

**Class T-1 4-6-0 63—20x26—142350—112050—180—25260 except 2245 which was
 reboliered 12-1908 new weights 150000—116400**

2235 1816 Cooke 2307 1895 Scr. 10-9-1935
 2236 1817 Cooke 2308 1895 Sold to G. V. G. & N. #16 6-05
 See SPdM #200

2237	1818	Cooke	2309	1895	Scr. 11-19-1935
2238	1819	Cooke	2310	1895	Scr. 2-20-1936
2239	1820	Cooke	2311	1895	Scr. 9-11-1936
2240	1821	Cooke	2312	1895	Scr. 11-18-1929
2241	1822	Cooke	2313	1895	Scr. 6-28-1934
2242	1823	Cooke	2314	1895	Scr. 12-13-1949
2243	1824	Cooke	2295	1895	Sold to G. V. G. & N. #11 1-05 See SPdeM #302
2244	1825	Cooke	2296	1895	Scr. 2-28-1934
2245	1826	Cooke	2297	1895	Scr. 4-25-1934
2246	1827	Cooke	2298	1895	Scr. 12-5-1935
2247	1828	Cooke	2340	1896	Sold to Atkinson-Pollock Co. 7-4-1942
2248	1829	Cooke	2341	1896	
2249	1830	Cooke	2342	1896	Scr. 12-7-1935
2250	1831	Cooke	2343	1896	Scr. 6-13-1934
2251	1832	Cooke	2344	1896	Scr. 5-23-1934
2252	1838	Cooke	2360	1897	
2253	1839	Cooke	2361	1897	Scr. 4-6-1934
2254	1840	Cooke	2362	1897	Scr. 6-20-1927
2255	1841	Cooke	2363	1897	Scr. 3-3-1934
2256	1842	Cooke	2364	1897	Scr. 1-11-1936
2257	1833	Schen.	4477	1896	Scr. 4-28-1928
2258	1834	Schen.	4478	1896	Scr. 10-29-1928
2259	1835	Schen.	4479	1896	Scr. 2-9-1934
2260	1836	Schen.	4480	1896	Scr. 4-16-1934
2261	1837	Schen.	4481	1896	Scr. 6-7-1934
2262	1843	Schen.	4545	1897	Scr. 2-6-1934
2263	1844	Schen.	4546	1897	Scr. 1-10-1934
2264	1845	Schen.	4547	1897	Scr. 6-6-1929
2265	1846	Schen.	4548	1897	Scr. 5-5-1934
2266	1808	Cooke	2299	1895	Scr. 11-18-1939
2267	1809	Cooke	2300	1895	Scr. 7-31-1948
2268	1810	Cooke	2301	1895	Scr. 4-23-1926
2269	1811	Cooke	2302	1895	Scr. 4-26-1947
2270	1812	Cooke	2303	1895	Sold to G. V. G. & N. #10 6-04 See SPdeM #301
2271	1813	Cooke	2304	1895	Scr. 4-12-1949
2272	1814	Cooke	2305	1895	Scr. 6-29-1934
2273	1815	Cooke	2306	1895	Scr. 7-21-1934

Class T-25 4-6-0 69—20x28—173000—134000—200—27590

2274	Cooke	2632	1901	Scr. 12-9-1926
2275	Cooke	2633	1901	Scr. 6-19-1934
2276	Cooke	2634	1901	Scr. 7-17-1937
2277	Cooke	2635	1901	Scr. 9-5-1934
2278	Cooke	2636	1901	Scr. 1-11-1930
2279	Cooke	2637	1901	Scr. 12-24-1928
2280	Cooke	2638	1901	Scr. 5-17-1930
2281	Cooke	2639	1901	Scr. 12-6-1926

**Class T-27 4-6-0 As built—63—19x26—131700—96800 Mother Hubbard Type
Rebuilt at Los Angeles with Class T-1 boiler, 5-1906
New dimen.—69—20x26—152600—124000—180—23060**

2282	FCdeS 18	Baldwin	18104	1900	Scrapped 4-20-1928
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Class T-26 4-6-0

Orig. Vauclain Comp. as viz; 69—15½&26x28—183350—142360—200—26720
Reblt. Simple, as viz; (A) 69— 21x28—188000—152000—200—30420
(B) 69— 21x28—198000—155400—200—30420

2283	Baldwin	19900	1902	Scr. 12-30-1949	(A)
2284	Baldwin	19901	1902	Scr. 2-5-1936	(A)
2285	Baldwin	19902	1902	Scr. 1-13-1936	(A)
2286	Baldwin	19903	1902	Scr. 1-4-1936	(A)
2287	Baldwin	19965	1902	Scr. 2-29-1936	(A)
2288	Baldwin	19966	1902	Scr. 2-21-1936	(B)
2289	Baldwin	19987	1902	Scr. 8-21-1948	(A)
2290	Baldwin	20001	1902	Scr. 9-5-1934	(B)
2291	Baldwin	20002	1902	Scr. 2-13-1936	(A)
2292	Baldwin	20023	1902	Scr. 3-4-1948	(A)
2293	Baldwin	20024	1902	Scr. 2-29-1936	(A)
2294	Baldwin	20025	1902	Scr. 7-26-1949	(A)
2295	Baldwin	20026	1902	Scr. 3-14-1947	(A)
2296	Baldwin	20027	1902	Sold for scr. 1-21-52	(A)
2297	Baldwin	20028	1902	Scr. 2-27-1948	(A)
2298	Baldwin	20029	1902	(A) Scr. 11-14-1949	
2299	Baldwin	20039	1902	(A) Scr. 11-7-1950	
2300	Baldwin	20031	1902	(A) Scr. 2-28-1936	

Class T-23 4-6-0 63—21x28—196200—156000—210—34900 except 2310
which weighed 204300—162700

2301	Baldwin	22692	1903	Sold to Fdelp #510 12-21-1951	
2302	Baldwin	22719	1903	Scr. 4-23-1955	
2303	Baldwin	22720	1903	Retired 6-9-1955	
2304	Baldwin	22815	1903	Sold to Fdelp #511 12-21-1951	
2305	Baldwin	22829	1903	Sold to Fdelp #512 12-21-1951	
2306	Baldwin	22837	1903	Sold for scrap 3-7-1952	
2307	Baldwin	22986	1903	Sold to Fdelp #513 12-21-1951	
2308	Baldwin	22987	1903	Scr. 11-17-1949	
2309	Baldwin	23046	1903	Sold to Fdelp #514 12-21-1951	
2310	Baldwin	23077	1903	Scr. 6-21-1954	

Class T-28 4-6-0 63—22x28—208000—162000—210—38400 except 2311, 2337 and 2342 which weighed 212800—166000

2311	Baldwin	31611	1907	Scr. 3-26-1949	
2312	Baldwin	31649	1907		
2313	Baldwin	31696	1907	Sold to Fdelp #520 12-21-1951	
2314	SPdeM 902 SP 2314	Baldwin	31697	Sold to Fdelp #521 12-21-1951	
2315	Baldwin	31698	1907	Scr. 4-8-1953	
2316	Baldwin	31733	1907	Sold to Fdelp #522 12-21-1951	
2317	Baldwin	31751	1907	Scr. 7-14-1953	
2318	Baldwin	31752	1907	Sold to Fdelp #531 7-25-1952	
2319	Baldwin	31781	1907	Sold to Fdelp #523 12-21-1951	
2320	Baldwin	31792	1907	Sold for scrap 1-21-1952	
2321	SPdeM 906 SP 2321	Baldwin	31793	Sold for scrap 1-13-1955	
2322	Baldwin	31794	1907	Scr. 10-19-1949	
2323	SPdeM 907 SP 2323	Baldwin	31795	Sold to Fdelp #524 12-21-1951	
2324	Baldwin	31796	1907	Scr. 11-15-1954	
2325	SPdeM 908 SP 2325	Baldwin	31838	1907	
2326	Baldwin	31848	1907	Scr. 9-20-1950	
2327	SPdeM 903 SP 2327	Baldwin	31882	1907	Sold to Fdelp #525 12-21-1951
2328	Baldwin	31883	1907		
2329	Baldwin	31946	1907	Sold to Fdelp #532 7-12-1952	
2330	SPdeM 901 SP 2330	Baldwin	31979	1907	Sold to Fdelp #526 12-21-1951

2331		Brooks	45051	1908	Sold for scrap 8-20-1954
2332		Brooks	45052	1908	Sold to FdelP #533 9-5-1952
2333		Brooks	45053	1908	Scr. 12-31-1953
2334		Brooks	45054	1908	Sold to FdelP #527 12-21-1951
2335	SPdeM 904 SP 2335	Brooks	45055	1908	
2336		Brooks	45056	1908	
2337		Brooks	45057	1908	Sold to FdelP #528 12-21-1951
2338		Brooks	45058	1908	
2339		Brooks	45059	1908	Sold for scrap 8-16-54
2340	SPdeM 905 SP 2340	Brooks	45060	1908	Sold to FdelP #529 12-21-1951
2341		Brooks	45061	1908	Sold for scrap 10-17-1955
2342		Brooks	45062	1908	Sold to FdelP #530 12-21-1951
2343		Baldwin	33744	1909	Scr. 12-30-54
2344		Baldwin	33745	1909	
2345		Baldwin	33746	1909	
2346		Baldwin	33747	1909	Scr. 5-7-1953
2347		Baldwin	36161	1911	Scr. 5-25-1954
2348		Baldwin	36162	1911	Scr. 11-16-1954
2349		Baldwin	36186	1911	
2350		Baldwin	36187	1911	Scr. 11-9-1955
2351		Baldwin	36188	1911	
2352		Baldwin	36189	1911	

Class T-31 4-6-0 63—22x28—208000—162000—210—38400

2353		Baldwin	38221	1912	
2354		Baldwin	38222	1912	Sold for scrap 11-9-1954
2355		Baldwin	38223	1912	
2356		Baldwin	38224	1912	Retired 9-19-1955
2357		Baldwin	38250	1912	Scr. 5-4-1953
2358		Baldwin	38251	1912	Scr. 5-20-1954
2359		Baldwin	38252	1912	Scr. 12-2-1953
2360		Baldwin	38253	1912	Sold for scrap 9-24-1954
2361		Baldwin	38254	1912	
2362		Baldwin	38255	1912	Sold for scrap 11-17-1954

Class T-32 4-6-0 69—23x28—218500—173900—210—38320

2363		Brooks	53313	1913	Scr. 4-21-1954
2364		Brooks	53314	1913	Scr. 5-5-1953
2365		Brooks	53315	1913	Sold for scrap 10-22-1954
2366		Brooks	53316	1913	
2367		Brooks	53317	1913	
2368		Brooks	53318	1913	Sold for scrap 3-29-1955
2369		Brooks	53319	1913	Sold for scrap 11-5-1954
2370		Brooks	53320	1913	Sold for scrap 10-8-1954

Class T-40 69—23x28—242500—197300—210—38320

2371		S. P. Shops Sacto.	78	1917	Scr. 2-19-1954
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Class T-32 4-6-0 69—23x28—218500—173900—210—38320

2372		S. P. Shops Sacto.	85	1918	
2373		S. P. Shops L. A.	2	1918	Scr. 12-17-1953
2374		S. P. Shops L. A.	5	1918	Scr. 5-28-1953
2375		S. P. Shops L. A.	6	1919	Scr. 6-10-1954
2376		S. P. Shops Sacto.	98	1919	Scr. 5-7-1953
2377		S. P. Shops Sacto.	99	1919	
2378		S. P. Shops Sacto.	100	1919	Scr. 6-21-1954
2379		S. P. Shops Sacto.	111	1920	Sold for scrap 4-18-1955
2380		S. P. Shops Sacto.	112	1920	Sold for scrap 11-24-1954
2381		S. P. Shops Sacto.	113	1920	

2382	S. P. Shops Sacto.	114	1920	Sold for scrap 3-28-1955
2383	S. P. Shops Sacto.	115	1920	Scr. 6-10-1952
2384	S. P. Shops Sacto.	116	1920	

Class T-57 4-6-0 63—21x28—162000—135000—190—31650
New Boiler, S. P. Shops L. A. 1918

2385 SD&AE 20 SD&A 20 BFG 12-14 Baldwin 29727 1907 Renum. SD&AE #20 9-1948

Class T-58 4-6-0 63—21x26—188300—141400—200—30490

2386 SD&AE 26 SD&A 26 LV&T 10 Baldwin 32251 1907 Renum. SD&AE #26 9-1948
 Note: Engines 2385 and 2386 were acquired 6-19-1941

Classes P-1 and P-4 4-6-2

P-1	77—22x28—222000—141000—210—31420
(a)	—244000—152000
(b)	—250200—160200—210—31420 plus 10080 B
(c)	—255600—163400—210—31420 plus 10080 B
P-4	77—23x28—265100—155000—210—34320 plus 11520 B

2400	Schen.	30000	1904	(c)	Scr. 10-8-1948
2401	Schen.	30001	1904	P-4	Scr. 10-14-1950
2402	Schen.	30002	1904	P-4	Scr. 5-21-1953
2403	Schen.	30003	1904	(b)	Scr. 11-14-1951
2404	Schen.	30004	1904	(b)	Sold to FdelP #300 12-21-51 Returned 12-21-51 Scr. by S. P. 1-23-1953
2405	Baldwin	27366	1906	(c)	Scr. 11-15-1951
2406	Baldwin	27367	1906	(c)	Scr. 10-1-1951
2407	Baldwin	27368	1906	(c)	Scr. 9-21-1952
2408	Baldwin	27369	1906	(a)	Sold to FdelP #301 12-21-51 Scr. 1952
2409	Baldwin	27465	1906	P-4	Scr. 1-3-1952
2410	Baldwin	27466	1906	P-4	Sold for scrap 9-8-1954
2411	Baldwin	28660	1906		Sold for scrap 9-8-1954
2412	Baldwin	28673	1906		Scr. 7-23-1951
2413	Baldwin	28674	1906		Scr. 1-21-1948
2414	Baldwin	28714	1906	P-4	Scr. 12-22-1954
2415	Baldwin	28737	1906	(b)	Scr. 10-30-1951
2416	Baldwin	28738	1906		Scr. 4-14-1947
2417	Baldwin	28826	1906		Sold for scrap 8-31-1951
2418	Baldwin	28797	1906		Scr. 10-12-1948
2419	Baldwin	28867	1906	P-4	Sold for scrap 10-23-1951
2420	Baldwin	30762	1907	P-4	Scr. 11-2-1951
2421	Baldwin	30763	1907	(a)	Scr. 5-4-1939
2422	Baldwin	30785	1907	P-4	Scr. 11-16-1951
2423	Baldwin	30786	1907		Scr. 1-10-1949
2424	Baldwin	30827	1907	P-4	Sold for scrap 8-31-1951
2425	Baldwin	30906	1907		Scr. 2-9-1949
2426	Baldwin	30923	1907		Scr. 12-22-1949
2427	Baldwin	30924	1907		Scr. 3-14-1949
2436	Baldwin	36066	1911	P-4	Scr. 6-5-1952

Class P-3 4-6-2 77—22x28—222000—141000—210—31420

2428	Baldwin	36058	1911		Sold to FdelP #302 12-21-51 Returned 12-21-52 Scr. by S. P. 2-17-1953
2429	Baldwin	36059	1911		Scr. 7-5-1947
2430	Baldwin	36060	1911		Scr. 3-29-1947
2431	Baldwin	36061	1911		Sold for scrap 9-8-1954
2432	Baldwin	36062	1911		Scr. 9-5-1952
2433	Baldwin	36063	1911		Sold to FdelP #303 12-21-51 Scr. 5-1953
2434	Baldwin	36064	1911		Scr. 9-20-1947
2435	Baldwin	36065	1911		Scr. 3-16-1948
2437	Baldwin	36067	1911		Scr. 11-29-1949

Class P-5 4-6-0 77—22x28—220900—141400—210—31420

2438	Baldwin	38168	1912	Scr. 3-14-1949
2439	Baldwin	38169	1912	Sold to Fdelp #304 12-21-1951
2440	Baldwin	38192	1912	Scr. 1-24-1951
2441	Baldwin	38193	1912	Sold to Fdelp #305 12-21-1951 Returned 12-21-52
				Scr. by S. P. 1-16-1953
2442	Baldwin	38194	1912	Scr. 7-23-1947
2443	Baldwin	38195	1912	Scr. 5-11-1953
2444	Baldwin	38196	1912	Sold for scrap 8-21-1951
2445	Baldwin	38137	1912	Scr. 2-9-1950
2446	Baldwin	38138	1912	Scr. 7-30-1947
2447	Baldwin	38139	1912	Scr. 5-15-1952
2448	Baldwin	38140	1912	Sold to Fdelp #306 12-21-1951
2449	Baldwin	38141	1912	Scr. 12-12-1952
2450	Baldwin	38142	1912	Sold for scrap 10-23-1951
2451	Baldwin	38143	1912	Scr. 1-12-1951
2452	Baldwin	38144	1912	Sold to Fdelp #307 12-21-1951

Class P-6 4-6-2 77—25x28—287000—179300—200—38640
(A) 277300—172400—200—38640

2453	Brooks	53333	1913	(A) Scr. 11-2-1955
2454	Brooks	53334	1913	(A)
2455	Brooks	53335	1913	Sold to T&NO #650 2-5-1937
2456	Brooks	53336	1913	Sold to T&NO #651 2-6-1937
2457	Brooks	53337	1913	Sold to T&NO #652 2-27-1937
2458	Brooks	53338	1913	(A) Retired 11-15-1955

Class P-3 4-6-2 77—22x28—234200—150400—210—31420

2459	S. P. Shops Sacto.	76	1917	Sold for scrap 3-31-1952
2460	S. P. Shops Sacto.	84	1918	Scr. 12-30-1948

Class P-8 4-6-2 73—25x30—300000—180700—210—45850 except 2475 which was 307300—183000—210—45850 plus 8470 B

2461	Baldwin	54396	1921	Sold for scrap 7-1-55
2462	Baldwin	54397	1921	Scr. 11-3-1954
2463	Baldwin	54468	1921	
2464	Baldwin	54469	1921	Scr. 1-18-1954
2465	Baldwin	54470	1921	
2466	Baldwin	54471	1921	
2467	Baldwin	54472	1921	
2468	Baldwin	54473	1921	
2469	Baldwin	54474	1921	Sold for scrap 4-13-1955
2470	Baldwin	54475	1921	Scr. 10-12-1953
2471	Baldwin	54476	1921	
2472	Baldwin	54477	1921	
2473	Baldwin	54478	1921	Retired 9-19-1955
2474	Baldwin	54479	1921	Scr. 5-15-1953
2475	Baldwin	54480	1921	

Class P-7 4-6-2 73—25x28—276000—171000—200—40750 Acquired 2-1922

2476	AE 701	Lima	5424	1917
2477	AE 702	Lima	5425	1917

Class P-10 4-6-2 (2478-82) 73—25x30—300000—180700—210—45850
(2483-91) 73—25x30—307300—183700—210—45850 plus 9680 B

2478	Baldwin	57227	1923	Scr. 4-13-1954
2479	Baldwin	57228	1923	
2480	Baldwin	57254	1923	Scr. 7-28-1954

2481	Baldwin	57255	1923	Scr. 3-8-1954
2482	Baldwin	57264	1923	
2483	Baldwin	57366	1924	Scr. 11-19-1954
2484	Baldwin	57630	1924	
2485	Baldwin	57631	1924	Scr. 8-29-1955
2486	Baldwin	57632	1924	
2487	Baldwin	57633	1924	
2488	Baldwin	57634	1924	Sold for scr. 10-17-1955
2489	Baldwin	57652	1924	
2490	Baldwin	57653	1924	Retired 9-19-1955
2491	Baldwin	57654	1924	

Class C-1, Old Class FA 2-8-0 51—19x30— (A) 120300—108000—150—27080
(B) 114850—101200—150—27080
(C) 113350—96500—150—27080

2500	1900	CP	250	C. P. Shops Sacto.	62	1888	(A)	Scrapped 1-5-1910
2501	1901	SP	222	C. P. Shops Sacto.	63	1888	(A)	Sold to Twohy Bros. #26 9-19-1910
2502	1902	SP	236	C. P. Shops Sacto.	66	1888	(B)	Scr. 1-15-1909
2503	1903	SP	237	C. P. Shops Sacto.	67	1888	(B)	Sold to Prince Con. M. & S. Co. 4-12-12
2504	1904	SP	238	C. P. Shops Sacto.	68	1888	(B)	Scr. 3-1-1906
2505	1905	SP	239	C. P. Shops Sacto.	69	1888	(B)	Sold to Twohy Bros. 2-24-1911
2506	1906	SP	240	C. P. Shops Sacto.	70	1888	(B)	Scr. 1-9-1909
2507	1907	O&C	44	C. P. Shops Sacto.	47	1887	(C)	Sold to N. B. Livermore Co. 8-17-1912
2508	1908	O&C	45	C. P. Shops Sacto.	48	1887	(C)	Sold to Twohy Bros. 4-21-11 To C&OC #201
2509	1909	O&C	46	C. P. Shops Sacto.	49	1887	(C)	Sold to Arizona Sou. R.R. 1-21-1910
2510	1910	O&C	47	C. P. Shops Sacto.	50	1887	(C)	Sold to Twohy Bros. #25 2-4-10 Became Pioche Pacific #25
2511	1911	O&C	48	C. P. Shops Sacto.	64	1888	(C-1)	Sold to Pioche Pac. #2511 12-28-15
2512	1912	O&C	49	C. P. Shops Sacto.	65	1888	(C-1)	Scr. 3-19-1919

Class C-6 2-8-0 51—20x24—116800—106700—150—24100

2nd 2500	C&NE 3	CNE 33	CNE&W 33	Baldwin	11478	1891	Acq. 9-1-10	Scr. 9-23-1927
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Class C-13 2-8-0 40—17x20—100800—89000—180—22110

2nd 2501	SFC&W 8	R&S 8	Lima	1008	1906	Acq. 1-1916	Scr. 3-23-1926
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Class C-11 2-8-0 51—22x26—170000—152000—180—37750

2nd 2502	Butte County 4	Schen. 29704	1904	Acq. 3-1916	Scr. 10-19-1935
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Class C-12 2-8-0 50—20x28—180000—164000—190—36180

2nd 2503	Butte Co. 1	CS 3	Baldwin	20192	1902	Acq. 3-1916	Scr. 9-25-1936
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Class C-14 2-8-0 46—21x24—140600—124800—160—31290

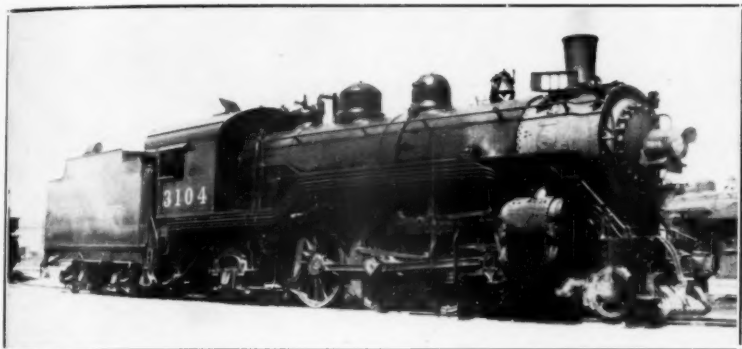
2nd 2504	EP&SW 186	EP&NE 104	A&SM 104	Baldwin	17107	1899	Scr. 9-27-1935
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Class C-15 2-8-0 50—21x26—141000—126000—160—31190

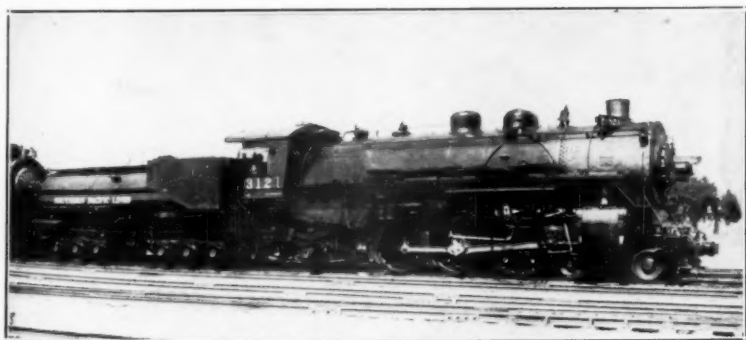
2nd 2505	EP&SW 181	EP&NE 52	Baldwin	17397	1900	Scr. 6-22-1949
2nd 2506	182	53	Baldwin	17398	1900	Scr. 9-25-1950
2nd 2507	183	54	Baldwin	17443	1900	Scr. 12-2-1949
2nd 2508	184	55	Baldwin	17444	1900	Scr. 6-28-1939

Class C-16 2-8-0 51—18x24— —100000—160—20740

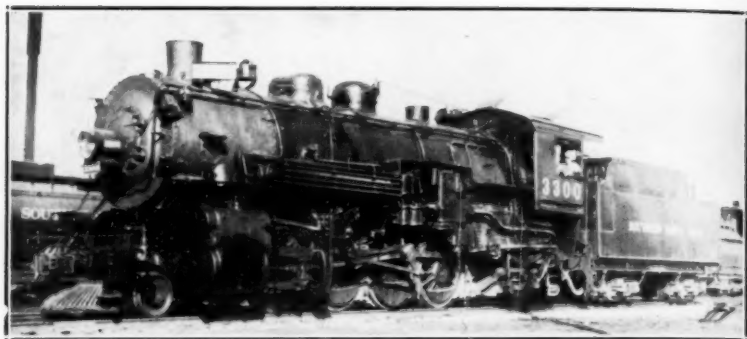
2nd 2509	EP&SW 176	A&NM 17	Baldwin	18770	1901	Scr. 11-14-1925
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S. P. 3104, San Francisco, 1933. P-11. Baldwin, 1907. Ex E. P. & S. W. 144.



S. P. 3121, Los Angeles, 1941. P-12. Brooks, 1917. Ex E. P. & S. W. 161.



S. P. 3300, Los Angeles, 1937. MK-7. Schenectady, 1913. Ex E. P. & S. W. 363.



S. P. 3508, B-1, Ex Boston & Maine 4014, Lima 1928
Shown with F. W. H. removed and tank from scrapped AM-2 Class

Class C-17 2-8-0 51—21 ½x28—176000—160000—180—38830

2nd 2510 EP&SW 217 A&NM 19 Baldwin 20237 1902 Scr. 11-7-1949
2nd 2511 218 24 Baldwin 26656 1905 Scr. 11-23-1949

Class C-32 2-8-0 51—20x24—144000—128000—200—32000

3rd 2500 FCdeN 103 Baldwin 28464 1906 Acq. 4-13-42 Scr. 2-4-1948

Note: This locomotive bore two Baldwin builder's plates numbered 28466 through a factory error. 28466 was the shop number of a Norfolk & Western engine.

Class C-9 2-8-0 57—22x30—217800—193700—210—45470
(A) 57—22x30—225600—199700—210—45470

2513		Baldwin	31365	1907	
2514		Baldwin	31401	1907	
2515		Baldwin	31456	1907	Scr. 12-14-1949
2516		Baldwin	31380	1907	Sold for scrap 10-4-1954
2517		Baldwin	31388	1907	Scr. 4-14-1953
2518		Baldwin	31398	1907	Scr. 7-14-1953
2519		Baldwin	31399	1907	Sold to FdelP #617 12-21-1951
2520		Baldwin	31400	1907	Scr. 1-27-1954
2521		Baldwin	31436	1907	
2522		Baldwin	31437	1907	Sold for scrap 12-6-1954
2523	SD&A 103 SP 2523	Baldwin	31453	1907	Renumb. SD&AE #103 9-1948
2524		Baldwin	31454	1907	Retired 9-19-1955
2525		Baldwin	31455	1907	Scr. 5-20-1954
2526		Baldwin	31494	1907	Scr. 4-7-1955
2527		Baldwin	31495	1907	
2528		Baldwin	31496	1907	
2529		Baldwin	31515	1907	Sold to FdelP #618 12-21-1951
2530		Baldwin	31516	1907	Sold for scrap 10-7-1954
2531		Baldwin	31578	1907	Retired 9-19-1955
2532		Baldwin	31612	1907	Scr. 7-9-1952
2533		Baldwin	31629	1907	Retired 5-25-1955
2534		Baldwin	31630	1907	
2535		Baldwin	31831	1907	Sold for scrap 1-23-1952
2536		Baldwin	30325	1907	(A) Scr. 5-12-1953
2537		Baldwin	30329	1907	
2538		Baldwin	30284	1907	Scr. 4-7-1955
2539		Baldwin	30285	1907	Sold for scrap 9-22-1954
2540		Baldwin	30360	1907	Sold for scrap 8-31-1951
2541		Baldwin	30304	1907	Sold for scrap 2-4-1955
2542		Baldwin	30324	1907	(A) Scr. 12-28-1953
2543		Baldwin	30328	1907	Retired 9-19-1955
2544		Baldwin	30326	1907	Sold for scrap 11-16-1954
2545		Baldwin	30327	1907	Sold for scrap 11-7-1951
2546		Baldwin	30282	1907	Scr. 10-21-1954
2547		Baldwin	30283	1907	
2548		Baldwin	30284	1907	Scr. 4-7-1955
2549		Baldwin	30361	1907	
2550	SPdeM 606 SP 2550	Baldwin	30383	1907	Sold for scrap 9-10-1954
2551		Baldwin	30438	1907	Scr. 3-9-1953
2552	SPdeM 607 SP 2552	Baldwin	30450	1907	(A) Scr. 12-24-1953
2553		Baldwin	30454	1907	
2554		Baldwin	30455	1907	
2555		Baldwin	30456	1907	Sold to FdelP #619 12-21-1951
2556		Baldwin	30457	1907	Scr. 9-17-1954
2557		Baldwin	30458	1907	
2558		Baldwin	30459	1907	
2559		Baldwin	30540	1907	Sold to FdelP #620 12-21-1951
2560		Baldwin	30541	1907	(A) Sold to FdelP #621 12-21-1951
2561		Baldwin	30542	1907	Scr. 1-11-1952
2562		Baldwin	29064	1906	

2563	Baldwin	29065	1906	
2564	Baldwin	29066	1906	Scr. 3-5-1954
2565	Baldwin	29073	1906	Sold for scrap 9-9-1955
2566	Baldwin	29074	1906	Retired 7-25-1955
2567	Baldwin	29092	1906	Scr. 10-31-1954
2568	Baldwin	29105	1906	
2569	Baldwin	29106	1906	Scr. 1-14-1954
2570	Baldwin	29186	1906	Sold to FdclP #622 12-21-1951
2571	Baldwin	29205	1906	Scr. 5-12-1953
2572	Baldwin	27616	1906	Sold for scrap 11-2-1951
2573	Baldwin	27617	1906	Scr. 2-23-1951
2574	Baldwin	27632	1906	Sold for scrap 11-5-1954
2575	Baldwin	27633	1906	
2576	Baldwin	27643	1906	Scr. 11-20-1950
2577	Baldwin	27663	1906	Scr. 3-31-1955
2578	Baldwin	27669	1906	Sold for scrap 11-2-1951
2579	Baldwin	27681	1906	
2580	Baldwin	27682	1906	Scr. 11-12-1952
2581	Baldwin	27683	1906	
2582	Baldwin	27684	1906	
2583	Baldwin	27701	1906	Scr. 3-9-1954
2584	Baldwin	27710	1906	Sold for scrap 10-7-1954
2585	Baldwin	27724	1906	
2586	Baldwin	27778	1906	
2587	Baldwin	27243	1906	Scr. 9-23-1953
2588	Baldwin	27263	1906	
2589	Baldwin	27264	1906	Scr. 12-7-1953
2590	Baldwin	27265	1906	
2591	Baldwin	27266	1906	Retired 12-1-1955
2592	Baldwin	27267	1906	
2593	Baldwin	27268	1906	Sold to FdclP #623 12-21-1951
2594	Baldwin	27269	1906	Sold for scrap 11-9-1954
2595	Baldwin	27278	1906	Sold for scrap 2-15-1955
2596	Baldwin	27279	1906	
2597	Baldwin	27280	1906	
2598	Baldwin	27281	1906	Sold to FdclP #624 12-21-1951
2599	Baldwin	27293	1906	

Note: SP2523 became SD&A #103 3-17-21; returned to SP 5-1941

Class	C-2	2-8-0	Orig.	Cross	Comp.	57—23&35x34—193000—173000—200—42070
Class	C-3	Rebtl.	Simple	57—22x34—201300—180000—190—46630	except 2606	
		which was	57—22x34—190000—172000—185—45400			
2600	1913	Schen.	4947	1899	Rebtl.	10-07 Scr. 12-10-1936
2601	1914	Schen.	4948	1899	Rebtl.	10-07 Scr. 7-30-1951
2602	1915	Schen.	4949	1899	Rebtl.	1-1908 Scr. 3-29-1947
2603	1916	Schen.	4950	1899	Rebtl.	8-17 Scr. 10-28-1935
2604	1917	Schen.	4951	1899	Rebtl.	5-14 Scr. 12-12-1940
2605	1918	Schen.	4952	1899	Rebtl.	4-13 Scr. 12-8-1936
2606	1919	Schen.	5539	1900	Rebtl.	1-14 Scr. 1-17-1936
2607	1920	Schen.	5540	1900	Rebtl.	8-19 Scr. 12-19-1935
2608	1921	Schen.	5541	1900	Rebtl.	1-16 Scr. 2-13-1951
2609	1922	Schen.	5542	1900	Rebtl.	4-17 Scr. 3-27-1952
2610	1923	Schen.	5543	1900	Rebtl.	8-11 Scr. 3-10-1949
2611	1924	Schen.	5544	1900	Rebtl.	3-19 Scr. 10-19-1936
Class	C-4	2-8-0	Orig.	Cross	Comp.	57—23&35x34—201000—177000—190—42070
			Rebtl.	Simple	(A) 57—	22x34—210200—183200—190—46630
					(B) 57—	22x34—198000—176000—185—45400
2612		Schen.	5758	1901	(A) Rebtl.	11-16 Scr. 2-28-1950
2613		Schen.	5759	1901	(B) Rebtl.	8-12 Scr. 12-7-1935

2614	Schen.	5760	1901	(A)	Reblt.	2-11	Retired to Sta. Boiler Ser. 11-17-38
2615	Schen.	5761	1901	(B)	Reblt.	11-07	Scr. 12-19-1936
2616	Schen.	5762	1901	(A)	Reblt.	9-16	Scr. 8-25-1935
2617	Schen.	5763	1901	(B)	Reblt.	3-12	Scr. 5-3-1947
2618	Schen.	5764	1901	(A)	Reblt.	8-17	Scr. 9-1-1935
2619	Schen.	5765	1901	(A)	Reblt.	9-18	Scr. 2-10-1949
2620	Schen.	5766	1901	(B)	Reblt.	6-11	Scr. 8-18-1935
2621	Schen.	5767	1901	(B)	Reblt.	2-08	Scr. 12-24-1936
2622	Schen.	5768	1901	(B)	Reblt.	6-07	Scr. 10-24-1935
2623	Schen.	5769	1901	(A)	Reblt.	12-07	Scr. 11-12-1951

Note: Engine 2617 blew up at Gold Run 3-9-1906. Reblt. 6-1906.

Class C-5 2-8-0 Engines 2624-2676 were Vaclain Compounds—
57—17628x30—204800—181000—200—43305. Reblt. Simple to
57—22x30—201150—180000—200—43300 except
(A)—210150—187000—210—45470
(B)—198420—178000—200—43300
(C)—207420—185000—210—45470

2624	Baldwin	19850	1901	(A)	Scr.	10-31-1949	
2625	Baldwin	19851	1901	(A)	Scr.	7-18-1952	
2626	Baldwin	19852	1901		Scr.	12-31-1935	
2627	Baldwin	19853	1901		Scr.	10-3-1935	
2628	Baldwin	19854	1901		Retired to Sta. boiler Serv. Sacto.	11-4-38	
2629	Baldwin	19855	1901		Scr.	12-7-1948	
2630	Baldwin	19856	1901		Scr.	2-28-1949	
2631	Baldwin	19870	1901		Scr.	10-14-1935	
2632	Baldwin	19877	1901		Scr.	3-17-1948	
2633	Baldwin	19881	1901		Scr.	8-23-35—Last Comp. to be reblt.	4-24-08
2634	Baldwin	19882	1901		Scr.	8-7-1935	
2635	Baldwin	19894	1902		Scr.	5-28-1949	
2636	Baldwin	19895	1902		Scr.	9-25-1935	
2637	Baldwin	19896	1902		Scr.	9-8-1936	
2638	Baldwin	19897	1902		Scr.	11-7-1935	
2639	Baldwin	19898	1902		Scr.	8-7-1935	
2640	Baldwin	19899	1902	(A)	Scr.	11-21-1949	
2641	Baldwin	19971	1902		Scr.	12-7-1948	
2642	Baldwin	20005	1902	(A)	Scr.	9-14-1953	
2643	Baldwin	20006	1902	(A)	Scr.	4-9-1936	
2644	Baldwin	20783	1902	(A)	Scr.	4-14-1952	
2645	Baldwin	20784	1902	(A)	Scr.	9-16-1935	
2646	Baldwin	20785	1902	(A)	Scr.	9-26-1951	
2647	Baldwin	20786	1902		Scr.	1-18-1936	
2648	Baldwin	20920	1902	(A)	Sold to FdelP #601	12-21-1951	
2649	Baldwin	20921	1902	(A)	Scr.	9-19-1935	
2650	Baldwin	20922	1902	(A)	Scr.	9-12-1950	
2651	Baldwin	20923	1902	(A)	Scr.	11-23-1951	
2652	Baldwin	20971	1902	(A)	Scr.	10-6-1950	
2653	Baldwin	20972	1902	(A)	Scr.	12-19-1936	
2654	Baldwin	21204	1902		Scr.	11-2-1935	
2655	Baldwin	21221	1902	(A)	Scr.	9-25-1935	
2656	Baldwin	21244	1902		Scr.	9-2-1952	
2657	Baldwin	21245	1902		Scr.	11-4-1936	
2658	Baldwin	21258	1902	(A)	Scr.	2-24-1950	
2659	Baldwin	21259	1902	(A)	Scr.	8-30-1935	
2660	Baldwin	21286	1902		Scr.	12-16-1936	
2661	Baldwin	21287	1902	(A)	Sold for scrap	8-21-1951	
2662	Baldwin	21303	1902	(A)	Scr.	9-18-1935	
2663	Baldwin	21304	1902		Sold for scrap	9-4-1951	
2664	Baldwin	21362	1902	(A)	Scr.	9-30-1953	

2665	Baldwin	21363	1902	(A)	Scr. 10-13-1953
2666	Baldwin	21384	1902		Scr. 8-7-1935
2667	Baldwin	21385	1902		Scr. 3-17-1948
2668	Baldwin	21437	1903		Scr. 12-18-1935
2669	Baldwin	21453	1903	(A)	Scr. 8-15-1952
2670	Baldwin	21463	1903	(A)	Scr. 9-5-1935
2671	Baldwin	21479	1903	(A)	Scr. 6-26-1936
2672	Baldwin	21727	1903		Scr. 12-27-1935
2673	Baldwin	21732	1903		Sold to M. F. Brady & Co. 7-6-1935
2674	Baldwin	21756	1903		Scr. 6-26-1936
2675	Baldwin	21760	1903		Scr. 12-17-1935
2676	Baldwin	21839	1903		Scr. 7-23-1949
2677	Baldwin	21851	1903	(A)	Scr. 4-9-1952
2678	Baldwin	21813	1903	(A)	Scr. 8-25-1950
2679	Baldwin	21826	1903		Scr. 7-11-1940
2680	Baldwin	23323	1903	(C)	Scr. 4-10-1936
2681	Baldwin	23328	1903	(C)	Scr. 6-6-1952
2682	Baldwin	23346	1903	(B)	Scr. 8-7-1935
2683	Baldwin	23347	1903	(C)	Scr. 12-11-1935
2684	Baldwin	23369	1903	(B)	Scr. 7-11-1949
2685	Baldwin	23386	1903	(B)	Scr. 6-7-1934
2686	Baldwin	23397	1903	(C)	Scr. 11-12-1952
2687	Baldwin	23405	1903	(C)	Scr. 3-11-1936
2688	Baldwin	23413	1903	(C)	Scr. 10-31-1950
2689	Baldwin	23418	1903	(C)	Scr. 4-25-1936
2690	Baldwin	23429	1903	(C)	Sold for scrap 6-15-1950
2691	Baldwin	23433	1903	(C)	Scr. 9-6-1935
2692	Baldwin	23514	1903	(B)	Scr. 12-2-1935
2693	Baldwin	23519	1904		Scr. 1-2-1938

Class C-8 2-8-0 57—22x30—216700—191900—210—45470. As built, this class weighed 206800—183100. Eng. 2734 weighed 224500—197900

2694	Baldwin	23702	1904		Sold to Union Pacific #350 2-10-1910
2695	Baldwin	23712	1904		Sold to Union Pacific #351 3-5-1910
2696	Baldwin	23718	1904		Sold to Union Pacific #352 3-9-1910
2697	Baldwin	23719	1904		Sold to Union Pacific #353 2-27-1910
2698	Baldwin	23736	1904		Scr. 11-21-1952
2699	Baldwin	23737	1904		Sold to Union Pacific #355 2-24-1910
2700	Baldwin	23742	1904		
2701	Baldwin	23790	1904		
2702	Baldwin	23791	1904		Scr. 11-2-1954
2703	Baldwin	23806	1904		Retired 2-8-1955
2704	Baldwin	23807	1904		Scr. 7-29-1952
2705	Baldwin	23808	1904		Sold to Fdelp #625 12-21-1951
2706	Baldwin	23809	1904		
2707	Baldwin	23810	1904		Retired 9-19-1955
2708	Baldwin	23827	1904		Scr. 6-27-1952
2709	Baldwin	23828	1904		Scr. 1-11-1955
2710	Baldwin	23836	1904		
2711	Baldwin	23837	1904		Sold to Fdelp #626 12-21-1951
2712	Baldwin	23838	1904		Scr. 11-30-1955
2713	Baldwin	23839	1904		Sold for scrap 10-4-1954
2714	Baldwin	23851	1904		Scr. 5-13-1955
2715	Baldwin	23887	1904		Scr. 11-1-1955
2716	Baldwin	23888	1904		Sold to Fdelp #627 12-21-1951
2717	Baldwin	23889	1904		
2718	Baldwin	23890	1904		
2719	Baldwin	23898	1904		Sold to Fdelp #628 12-21-1951
2720	SD&A 104 SP 2720	Baldwin	23899	1904	Renumb. SD&A #104 9-1948
2721	Baldwin	23920	1904		Retired 10-18-54

2722	Baldwin	23921	1904	Sold for scrap 11-22-1954
2723	Baldwin	23925	1904	
2724	Baldwin	23947	1904	
2725	Baldwin	24014	1904	
2726	Baldwin	23952	1904	Sold to Union Pacific #356 4-8-1910
2727	Schen.	30081	1904	Sold for scrap 11-11-1954
2728	Schen.	30082	1904	
2729	Schen.	30083	1904	Sold for scrap 11-1-1954
2730	Schen.	30084	1904	
2731	Schen.	30085	1904	Sold for scrap 1-3-1955
2732	Schen.	30086	1904	Scr. 3-24-1953
2733	Schen.	30087	1904	Scr. 2-24-1954
2734	Schen.	30088	1904	
2735	Schen.	30089	1904	Sold for scrap 12-6-1954
2736	Schen.	30090	1904	Scr. 11-29-1949
2737	Schen.	30091	1904	Sold to Union Pacific #357 4-11-1910
2738	Schen.	30092	1904	Sold to Union Pacific #358 4-8-1910
2739	Schen.	30093	1904	Scr. 10-21-1952
2740	Schen.	30094	1904	Scr. 11-11-1952
2741	Schen.	30095	1904	
2742	Schen.	30096	1904	Sold for scrap 9-22-1954
2743	Schen.	30097	1904	Sold to FdelP #629 12-21-1951
2744	Schen.	30098	1904	Sold to Union Pacific #354 4-12-1910
2745	Schen.	30099	1904	
2746	Schen.	30100	1904	
2747	Schen.	30101	1904	Sold for scrap 4-5-1954
2748	Schen.	30102	1904	Scr. 10-15-1954
2749	Schen.	30103	1904	
2751	Schen.	30105	1904	

Note: Engine 2720 became SD&A #104 3-25-21; returned to SP 5-1941

Class C-10 2-8-0 57—22x30—217800—193700—210—45470

2750	Schen.	30104	1904	Sold for scrap 2-23-1955
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**Class C-9 2-8-0 57—22x30—217800—193700—210—45470
(A) 225600—199700**

2752	Baldwin	25295	1905	
2753	Baldwin	25296	1905	Sold to FdelP #630 12-21-1951
2754	Baldwin	25297	1905	
2755	Baldwin	25298	1905	Sold for scrap 2-14-1955
2756	Baldwin	25311	1905	
2757	Baldwin	25312	1905	Scr. 10-19-1954
2758	SPdeM 611-2758	Baldwin	25313	1905
2759		Baldwin	25333	1905
2760	AE 673 2760	Baldwin	25349	1905
2761		Baldwin	25364	1905
2762		Baldwin	25365	1905
2763		Baldwin	25374	1905
2764		Baldwin	25399	1905
2765		Baldwin	25400	1905 (A)
2766		Baldwin	25440	1905
2767		Baldwin	25441	1905
2768		Baldwin	25442	1905 (A)
2769		Baldwin	25443	1905
2770		Baldwin	25464	1905
2771		Baldwin	25468	1905
2772		Baldwin	25483	1905
2773		Baldwin	25484	1905
2774		Baldwin	25485	1905

Scr. 5-12-1953
Sold for scrap 2-15-1955

2775		Baldwin	25493	1905	Scr. 5-7-1953	
2776		Baldwin	25506	1905	Sold for scrap 2-18-1955	
2777		Baldwin	25507	1905		
2778		Baldwin	25508	1905	Sold for scrap 2-21-1955	
2779		Baldwin	25544	1905		
2780		Baldwin	25545	1905	Scr. 5-4-1953	
2781		Baldwin	25546	1905		
2782		Baldwin	25547	1905	Sold for scrap 1-13-1955	
2783		Baldwin	25551	1905	Scr. 5-21-1955	
2784		Baldwin	25552	1905		
2785		Baldwin	25566	1905	(A) Sold for scrap 11-2-1951	
2786		Baldwin	25567	1905		
2787	SPdeM 610	SP 2787	Baldwin	25583	1905	Sold for scrap 11-5-1954
2788			Baldwin	25584	1905	Scr. 4-13-1954
2789	SPdeM 612	SP 2789	Baldwin	25591	1905	Scr. 9-24-1952
2790	SPdeM 613	SP 2790	Baldwin	25592	1905	Scr. 12-12-1952
2791			Baldwin	25593	1905	
2792			Baldwin	25594	1905	Scr. 6-30-1953
2793			Baldwin	25595	1905	Sold for scrap 11-24-1954
2794			Baldwin	25612	1905	Sold to Fdelp #632 12-21-1951
2795			Baldwin	25613	1905	Scr. 5-7-1953
2796			Baldwin	27294	1906	
2797			Baldwin	27295	1906	Scr. 6-21-1954
2798			Baldwin	27296	1906	Sold for scrap 11-24-1954
2799			Baldwin	27297	1906	(A) Retired 9-19-1955
2800			Baldwin	31457	1907	(A)
2801			Baldwin	31497	1907	Sold for scrap 11-24-1954
2802			Baldwin	31113	1907	Sold to Fdelp #633 12-21-1951
2803			Baldwin	31114	1907	
2804			Baldwin	31115	1907	
2805			Baldwin	31116	1907	Sold for scrap 1-3-1955
2806			Baldwin	31145	1907	Retired 12-1-1955
2807			Baldwin	31146	1907	Scr. 10-12-1955
2808			Baldwin	31158	1907	Scr. 2-8-1952
2809			Baldwin	31159	1907	Retired 12-1-1955
2810			Baldwin	31168	1907	Scr. 2-26-1954
2811			Baldwin	31173	1907	Scr. 2-1-1955
2812			Baldwin	31174	1907	Scr. 5-17-1955
2813			Baldwin	31178	1907	Scr. 4-7-1953
2814			Baldwin	31179	1907	Sold to Fdelp #634 12-21-1951
2815			Baldwin	31180	1907	
2816			Baldwin	31181	1907	(A)
2817			Baldwin	31218	1907	Sold to Fdelp #635 12-21-1951
2818			Baldwin	31219	1907	(A)
2819			Baldwin	31220	1907	
2820			Baldwin	31221	1907	Sold for scrap 7-28-1954
2821			Baldwin	31222	1907	
2822		Brooks	44981	1908	Retired 9-19-1955	
2823		Brooks	44982	1908	Scr. 3-31-1954	
2824		Brooks	44983	1908	Scr. 6-24-1954	
2825		Brooks	44984	1908		
2826		Brooks	44985	1908	Scr. 7-14-1953	
2827		Brooks	44992	1908		
2828		Brooks	44993	1908	Scr. 1-11-1955	
2829		Brooks	44994	1908		
2830		Brooks	44995	1908		

Note: Engine 2763 blew up at Ogilby 7-5-1915; Rebuilt Sacramento 9-1915

Class C-10 2-8-0 57—22x30—217800—193700—210—45470
(A) 225600—199700

2831		Baldwin	36264	1911		
2832		Baldwin	36265	1911	Scr. 3-31-1952	
2833		Baldwin	36266	1911		
2834		Baldwin	36267	1911		
2835		Baldwin	36268	1911	Scr. 8-28-1953	
2836		Baldwin	36269	1911		
2837	AE 669 SP 2837	Baldwin	36270	1911		
2838	AE 670 SP 2838	Baldwin	36271	1911	(A)	Scr. 5-5-1953
2839		S. P. Co. Sacto.	75	1917	(A)	Scr. 12-19-1952
2840		S. P. Co. Sacto.	77	1917		Scr. 7-12-1955
2841		S. P. Co. Sacto.	80	1918		Retired 9-19-1955
2842		S. P. Co. Sacto.	83	1918		Scr. 12-29-1954
2843		S. P. Co. L. A.	1	1917		Sold to SD&A #105 3-12-21
2844		S. P. Co. L. A.	3	1918		Sold to SD&A #106 8-6-21 Note A
2845		S. P. Co. Sacto.	87	1918		
2846		S. P. Co. L. A.	4	1918		Scr. 12-12-1949
2847		S. P. Co. Sacto.	89	1918	(A)	Scr. 2-18-1853 Had C-5 boiler
2848		S. P. Co. Sacto.	91	1918		
2849		S. P. Co. Sacto.	92	1918		Sold to FdelP #636 12-21-1951
2850		S. P. Co. Sacto.	93	1918		
2851		S. P. Co. Sacto.	90	1918		
2852		S. P. Co. Sacto.	94	1919		
2853		S. P. Co. Sacto.	95	1919		Sold for scrap 3-8-1955
2854		S. P. Co. Sacto.	96	1919		
2855		S. P. Co. Sacto.	97	1919		Scr. 3-31-1953
2856		S. P. Co. Ogden	1	1919		Scr. 5-27-1953
2857		S. P. Co. Sacto.	2	1919		Scr. 5-7-1953

Note A: SD&A #106 was renumbered SP 2844 5-1941; returned to SD&AE #106 9-1948

Class C-9A 2-8-0 57—22x30—217800—193700—210—45470

2858	AE 671 CRY&P	600	Brooks	44968	1908	Acq. 1924	Scr. 9-23 1953
2859		672	601	Brooks	44969	1908	Acq. 1924
2860		673	602	Brooks	44973	1908	Acq. 1924

Sold for scrap 1-28-1955

Class C-31 2-8-0 57—22x30—224000—210000—210—45470

2nd 2837	SD&A 101	Schen.	54664	1914	Acq. 1918	Returned to SD&A #101—1919
2nd 2838	SD&A 102	Schen.	54973	1914	Acq. 1918	Returned to SD&A #102—1919

4-8-0 LOCOMOTIVES SOLD OR SCRAPPED BETWEEN 1901 AND 1907

Old Class GF 4-8-0 51—20x26—133000—109700—160—28290

2801	1952	SP 368	Schen.	2662	1889	Sold to C. R. Y. & P. #210 7-1906
2802	1953	SP 369	Schen.	2663	1889	Sold to G. V. G. & N. # 5 6-1906
2804	1955	SP 371	Schen.	2665	1889	Sold to G. V. G. & N. # 3 4-1906
2805	1956	SP 372	Schen.	2666	1889	Sold to G. V. G. & N. # 4 5-1906
2807	1958	SP 374	Schen.	2668	1889	Sold to C. R. Y. & P. #104 4-1906
2808	1959	SP 375	Schen.	2669	1889	Sold to C. R. Y. & P. #107 5-1906
2809	1960	SP 376	Schen.	2670	1889	Sold to C. R. Y. & P. #209 6-1906

Old Class GE 4-8-0 57—20x30—132250—108550—160—29140

2813	1964	SP 54	Cooke	1412	1882	Scr. 5-1902
2814	1965	SP 55	Cooke	1413	1882	Scr. 6-2-1905
2815	1966	SP 56	Cooke	1414	1883	Scr. 7-1902
2816	1967	SP 57	Cooke	1415	1883	Scr. 7-1902
2817	1971	SP 61	Cooke	1419	1883	Scr. 5-1902
2818	1972	SP 62	Cooke	1420	1883	Scr. 5-1902
2819	1973	SP 63	Cooke	1421	1883	Scr. 7-1902
2820	1974	SP 64	Cooke	1422	1883	Scr. 3-1906

2821	1975	SP 65	Cooke	1423	1883	Scr.	5-1902
2822	1976	SP 66	Cooke	1424	1883	Scr.	5-1902
2823	1977	SP 67	Cooke	1425	1883	Scr.	5-1902
2824	1978	SP 68	Cooke	1426	1883	Scr.	7-1902
2825	1983	SP 77	Cooke	1431	1883	Scr.	2-18-1905

Class TW-1 4-8-0 54—22x26—175000—146900—180—35650—When built, Engine 2900-1901 were 51—22x26—173500—146500—180—37750—Rebtl. in 1905.

2900	2010	Schen.	4257	1895	Scrapped	11-6-1950
2901	2011	Schen.	4258	1895	Sold to C. R. Y. & P.	#17 9-25-1905
2902	2012	Schen.	4304	1895	Sold to C. R. Y. & P.	#301 2-3-1907
2903	2013	Schen.	4305	1895	Sold to C. R. Y. & P.	#302 1-17-1907
2904	2014	Schen.	4306	1895	Scr.	1-6-1950
2905	2015	Schen.	4307	1895	Scr.	10-10-1950
2906	2016	Schen.	4308	1895	Sold to C. R. Y. & P.	#19 9-25-1905
2907	2017	Schen.	4309	1895	Sold to C. R. Y. & P.	#18 6-30-1904
2908	2018	Schen.	4310	1895	Scr.	11-29-1949
2909	2019	Schen.	4311	1895	Sold to C. R. Y. & P.	#303 2-9-1907
2910	2020	Schen.	4312	1895	Sold to C. R. Y. & P.	#304 1-17-1907
2911	2021	Schen.	4324	1895	Scr.	6-2-1947
2912	2022	Schen.	4325	1895	Scr.	8-14-1947
2913	2023	Schen.	4326	1895	Scr.	1-29-1951

Class TW-8 4-8-0 54—21x32—201500—161100—190—42210 except 2922 which was 192000—155000—180—39980

All were orig. Cross Comp. 55—23&35x32—192000—155000—180—36930

2914	2024	Schen.	4807	1898	Rebtl.	5-16	Donated to Kern Co. Museum, Bakersfield 5-13-55
2915	2025	Schen.	4808	1898	Rebtl.	12-16	Scr. 9-19-1951
2916	2026	Schen.	4809	1898	Rebtl.	1-17	Scr. 5-24-1950
2917	2027	Schen.	4810	1898	Rebtl.	4-16	Scr. 1-29-1851
2918	2028	Schen.	4811	1898	Rebtl.	6-12	Scr. 4-17-1953
2919	2029	Schen.	4812	1898	Rebtl.	3-16	Scr. 11-18-1949
2920	2030	Schen.	4813	1898	Rebtl.	12-16	Scr. 11-28-1951
2921	2031	Schen.	4814	1898	Rebtl.	6-11	Sold for scrap 11-28-1951
2922	2032	Schen.	4815	1898	Rebtl.	10-13	Scr. 10-25-1950
2923	2033	Schen.	4816	1898	Rebtl.	7-17	Scr. 3-10-1953

Class TW-7 4-8-0 56—20x30—138200—119800—160—29140

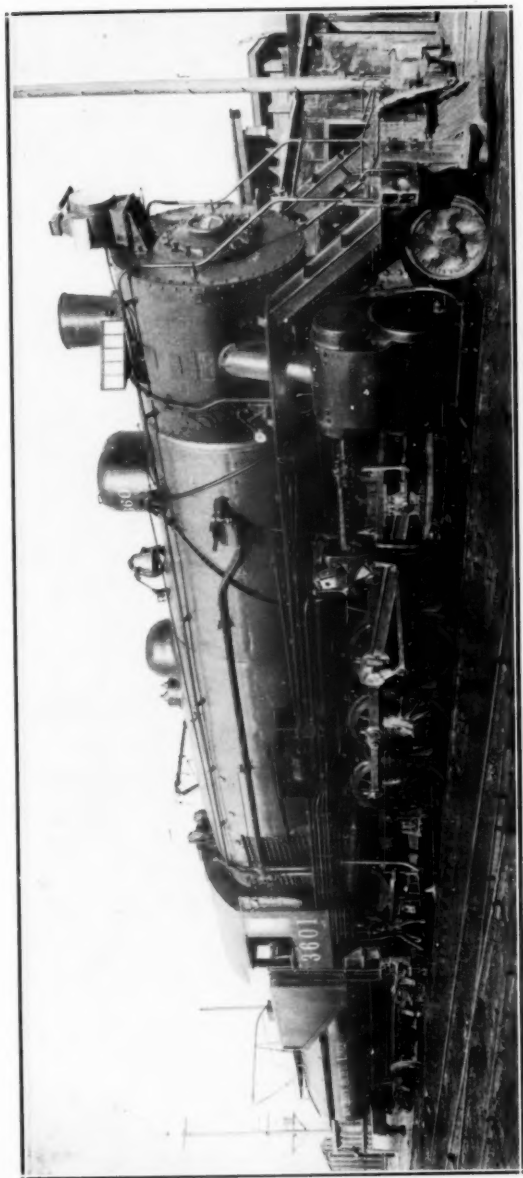
2925 2800 1950 CP 229 C. P. Shops, Sacto. 20 1882 Scr. 6-29-1935

**Class TW-4 4-8-0 56—20x30—142800—122000—160—29140 (A)
144100—114000 (B)
138200—119800 (C)**

2926	2826	1962	SP 52	Cooke	1410	1882	(B)	Scr.	3-26-1949
2927	2827	1979	SP 69	Cooke	1427	1882	(A)	Scr.	1-20-1948
2928	2828	1980	SP 70	Cooke	1428	1882	(C)	Scr.	11-14-1935
2929	2829	1981	SP 71	Cooke	1429	1882	(A)	Scr.	12-8-1949
2930	2830	1982	SP 76	Cooke	1430	1882	(C)	Scr.	1-9-1950
2931	2831	1948	SP 78	Cooke	1432	1882	(C)	Scr.	3-1-1950

**Class TW-3 4-8-0 Orig. Cross Compd. 51—20&29x26—140800—120230—180—24850
Rebuilt simple 50— 20x26—140800—120230—170—30060**

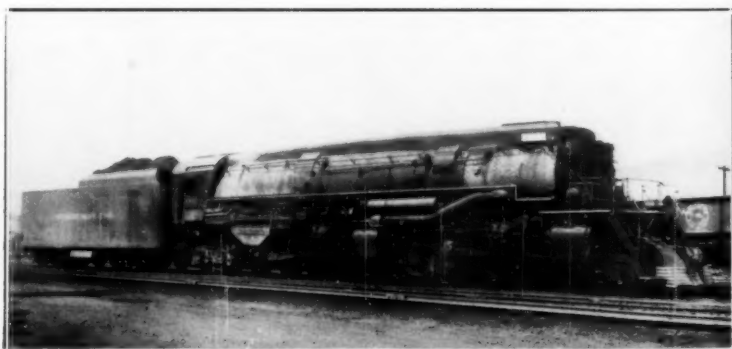
2932	2832	1986	Schen.	3547	1891	Scr.	11-8-1949
2933	2833	1987	Schen.	3760	1892	Scr.	12-22-1949
2934	2834	1988	Schen.	3761	1892	Scr.	7-2-1949
2935	2835	1989	Schen.	3762	1892	Scr.	11-13-1947
2936	2836	1990	Schen.	3763	1892	Scr.	10-7-1947
2937	2837	1991	Schen.	3764	1892	Scr.	4-13-1954
2938	2838	1992	Schen.	3765	1892	Scr.	5-28-1952



S. P. 3601. Photo on Arrival at Los Angeles 1917. F-1, Brooks, 1917. Renumbered T. & N. O. 990.



S. P. 3500, B-1, Ex Boston & Maine 4000. Lima 1928
First of the 2-8-4s to be sent to California after conversion to oil as fuel



Courtesy of R. J. Foster

S. P. 3800, El Paso, Texas, 1940. AC-9. Lima, 1939.

2939	2839	1993	Schen.	3766	1892	Scr.	1-29-1949	
2940	2840	1994	Schen.	3767	1892	Scr.	8-11-1950	
2941	2841	1995	Schen.	3768	1892	Scr.	1-6-1936	
2942	2842	1996	Schen.	3769	1892	Scr.	11-1-1949	
2943	2843	1997	Schen.	3770	1892	Scr.	11-17-1949	
2944	2844	1998	Schen.	3771	1892	Scr.	10-18-1935	
2945	2845	1951	SP 367	Schen.	2661	1889	Scr.	12-30-1949

Class TW-2 4-8-0 Orig. Cross Comp. 51—20x30x26—141000—117750—170—23110
Rebuilt simple 50— 20x26—141000—117750—170—30060

2946	2846	1999	Schen.	3772	1892	Scr.	11-7-1935
2947	2847	2000	Schen.	3773	1892	Scr.	8-22-1950
2948	2848	2001	Schen.	3774	1892	Scr.	10-19-1935
2949	2849	2002	Schen.	3775	1892	Scr.	11-3-1947
2950	2850	2003	Schen.	3776	1892	Scr.	11-1-1949
2951	2851	2004	Schen.	3777	1892	Scr.	4-2-1952
2952	2852	2005	Schen.	3778	1892	Scr.	11-7-1951
2953	2853	2006	Schen.	3779	1892	Scr.	10-25-1935

Class TW-6 4-8-0 50—20x26—133000—109750—160—28290
(A) 131000—111000

2954	2803	1954	SP 370	Schen.	2664	1889	Scr.	10-26-1935
2955	2806	1957	SP 373	Schen.	2667	1889	Sold to C. R. Y. & P. #211	9-7-1906
2956	2810	2007		Schen.	4131	1893	(A) Sold to C. R. Y. & P. #212	10-11-1906
2957	2811	2008		Schen.	4140	1893	(A) Scr.	8-22-1949
2958	2812	2009		Schen.	4141	1893	(A) Sold to C. R. Y. & P. #213	10-12-1906

Class A-1 4-4-2 Vauc. Comp.—84—15x25x28—192250—109550—200—20420

3000	Baldwin	20795	1902	Scr.	8-21-1926
3001	Baldwin	20796	1902	Scr.	2-28-1923
3002	Baldwin	20797	1902	Scr.	6-30-1923
3003	Baldwin	20798	1902	Renumb. 2nd	3024 6-1925 Scr. 1-11-1930
3004	Baldwin	20801	1902	Scr.	2-26-1929
3005	Baldwin	20802	1902	Scr.	9-30-1923
3006	Baldwin	20803	1902	Scr.	10-30-1926
3007	Baldwin	20804	1902	Scr.	4-30-1923
3008	Baldwin	20805	1902	Scr.	2-26-1929
3009	Baldwin	20806	1902	Scr.	4-30-1923
3010	Baldwin	20844	1902	Sold to T&NO #2nd	273 6-4-1903
3011	Baldwin	20852	1902	Sold to T&NO #2nd	274 7-9-1903
3012	Baldwin	20853	1902	Sold to T&NO #2nd	275 6-26-1903
3013	Baldwin	20854	1902	Sold to T&NO #2nd	276 6-26-1903
3014	Baldwin	20855	1902	Sold to T&NO #2nd	277 6-6-1903
3015	Baldwin	20936	1902	Sold to T&NO #2nd	278 6-23-1903

Class A-2 4-4-2 79—15x25x28—200030—102190—200—21710 **Equipped with Vaulclain compounds. Vanderbilt boilers.**

3016	Baldwin	22096	1903	Scr.	7-31-1916
3017	Baldwin	22110	1903	Scr.	6-30-1919
3018	Baldwin	22124	1903	Scr.	6-20-1919
3019	Baldwin	22125	1903	Scr.	9-30-1916
3020	Baldwin	22130	1903	Scr.	6-19-1919
3021	Baldwin	22151	1903	Scr.	7-31-1916
3022	Baldwin	22152	1903	Retired to stationary boiler serv.	10-26-17
3023	Baldwin	22205	1903	Scr.	7-29-1916
3024	Baldwin	22212	1903	Scr.	7-29-1916

Class A-3 4-4-2 When built, all weighed 196000-105000. Except Engine 3063, all were extensively rebuilt, some with booster, as viz:

81—20x28—199300—112500—210—24680

(A) 211100—116200

(B) 221700—116500—210—24680 plus 10080 B

(C) 230500—120000—210—24680 plus 11520 B

Engine 3041 rebuilt as follows: 73—20x28—197700—111000—210—27390

3025	Schen.	30005	1904	(C)	Exhibited at Pan. Pac. Int. Expo. S. F. 1915. Presented to Park Dept., City of L. A. 9-19-1952
3026	Schen.	30006	1904	(A)	Scr. 12-4-1936
3027	Schen.	30007	1904		Rebtl. 0-8-0 #1307 5-24-1930
3028	Schen.	30008	1904	(A)	Scr. 1-11-1936
3029	Schen.	30009	1904		Scr. 4-4-1947
3030	Schen.	30010	1904	(A)	Scr. 1-24-1936
3031	Schen.	30011	1904		Rebtl. to 2nd #3002 10-25-1928
3032	Schen.	30012	1904	(B)	Scr. 9-3-1940
3033	Schen.	30013	1904		Rebtl. to 0-8-0 #1310 8-9-1930
3034	Schen.	30014	1904		Rebtl. to 0-8-0 #1312 11-8-1930
3035	Schen.	30015	1904		Scr. 2-9-1934
3036	Schen.	30016	1904	(C)	Scr. 2-28-1949
3037	Schen.	30017	1904	(A)	Scr. 1-11-1936
3038	Baldwin	27443	1906	(C)	Scr. 5-24-1940
3039	Baldwin	27444	1906		Scr. 1-10-1936
3040	Baldwin	27445	1906		Scr. 10-26-1935
3041	Baldwin	27446	1906		Scr. 12-4-1936
3042	Baldwin	27523	1906		Scr. 12-13-1936
3043	Baldwin	27524	1906		Scr. 12-2-1935
3044	Baldwin	27525	1906		Scr. 11-21-1936
3045	Baldwin	27526	1906		Scr. 6-22-1934
3046	Baldwin	27544	1906		Scr. 12-17-1936
3047	Baldwin	27545	1906		Scr. 11-21-1935
3048	Baldwin	27571	1906		Scr. 11-9-1935
3049	Baldwin	27375	1906		Scr. 12-26-1933
3050	Baldwin	27376	1906	(A)	Scr. 11-23-1936
3051	Baldwin	28540	1906	(A)	Scr. 11-30-1935
3052	Baldwin	28541	1906	(B)	Scr. 12-8-1949
3053	Baldwin	28579	1906	(A)	Scr. 11-30-1935
3054	Baldwin	30886	1907		Scr. 12-17-1936
3055	Baldwin	30913	1907		Scr. 1-23-1934
3056	Baldwin	30914	1907		Rebtl. to 0-8-0 #1309 7-12-1930
3057	Baldwin	30915	1907	(C)	Scr. 11-8-1950
3058	Baldwin	30938	1907		Rebtl. to 2nd 3000 8-12-1927
3059	Baldwin	31044	1907	(A)	Rebtl. to 2nd 3003 10-3-1928
3060	Baldwin	30863	1907	(B)	Scr. 6-8-1940
3061	Baldwin	30864	1907		Rebtl. to 0-8-0 #1311 9-13-1930
3062	AE 873 3062	Baldwin	30865	1907	On A. E. 1912 to 1924. Scrapped 12-16-1936
3063		Baldwin	30883	1907	Rebtl. to 2nd 3001 8-30-1927
3064		Baldwin	30884	1907	Rebtl. to 0-8-0 #1314 4-1937
3065		Baldwin	30885	1907	Scr. 12-13-1935
3066	CRY&P 800	Brooks	45039	1908	Acq. 12-31-12. Scr. 12-7-1935
3067	801	Brooks	45040	1908	Acq. 12-31-12. Scr. 12-19-1936
3068	802	Brooks	45041	1908	(A) Acq. 2-14-13. Scr. 12-18-1936
3069	803	Brooks	45042	1908	Acq. 2-14-13. Rebtl. to 0-8-0 #1308 6-17-30
3070	FCdeS 850	Brooks	45043	1908	Acq. 2-14-13. Rebtl. to 0-8-0 #1313 3-26-31
3071	851	Brooks	45044	1908	(A) Acq. 2-14-13. Scr. 6-22-1940

Class A-5 4-4-2 81—20x28—202500—108000—210—24680 except 3073 had 21x28 cyls, 27210 TE

3072	AE 870	FCdeS 852	Baldwin	36217	1911	Acq.	12-31-24.	Scr.	12-17-1935
3073	871	853	Baldwin	36218	1911	Acq.	12-31-24.	Scr.	12-13-1935
3074	872	CRY&P 806	Baldwin	36216	1911	Acq.	12-31-24.	Scr.	12-23-1935

Class A-6 4-4-2 81—22x28—243900—126700—210—29860 plus 11520 B

2nd 3000	3058	Reblt. Sacto.	8-12-27	Baldwin	#30938	1907	Scr.	1-19-1951
2nd 3001	3063	Reblt. Sacto.	8-30-27	Baldwin	30883	1907	Scr.	6-29-1950
2nd 3002	3031	Reblt. L. A.	10-25-28	Schen.	30011	1904	Sold for scrap	3-14-1952
2nd 3003	3059	Reblt. L. A.	10- 3-28	Baldwin	31044	1907	Scr.	1-10-1949

**Class P-11 4-6-2 68—24x26—239500—157500—180—33700
(A) 68—23x26—239500—157500—200—34390**

3100	EP&SW 140	Baldwin	32437	1907	Scr.	1-23-1950
3101	141	Baldwin	32446	1907	Scr.	3-12-1948
3102	142	Baldwin	32447	1907	Scr.	11-15-1948
3103	143	Baldwin	32448	1907	Scr.	3-20-1939
3104	144	Baldwin	32470	1907	Scr.	11-30-1950
3105	145	Baldwin	32471	1907	Scr.	9-10-1940
3106	146	Baldwin	32472	1907	Scr.	9-19-1947
3107	147	Baldwin	32473	1907	Scr.	3-20-1939
3108	148	Baldwin	32528	1907	Scr.	12-28-1948
3109	149	Baldwin	32502	1907	Scr.	11-30-1950

Class P-12 4-6-2 73—26x28—309100—189300—205—45180

3120	EP&SW 160	Brooks	57422	1917	Scr.	12-10-1951
3121	161	Brooks	57423	1917	Scr.	11-18-1949
3122	162	Brooks	57424	1917	Scr.	12-17-1953
3123	EP&SW 163	Brooks	57425	1917	Scr.	1-27-1953
3124	164	Brooks	57426	1917	Scr.	11-8-1949
3125	165	Brooks	57427	1917	Scr.	10-25-1951
3126	166	Brooks	57428	1917	Scr.	10-3-1947
3127	167	Brooks	57429	1917	Scr.	5-14-1952
3128	168	Brooks	57430	1917	Scr.	10-9-1951
3129	169	Brooks	57431	1917	Sold for scrap	8-31-1951

Class MK-2. 2-8-2. 57—23 3/4 x30—265600—206200—180—45420 as built. All but 3200, 3210 and 3212 had cylinders reduced to 23 1/2 x30. Final dimensions

57—23 1/2 x30—265600—206200—210—51880

(A) 57—23 3/4 x30—265600—206200—210—52990

Engines 3203, 3208 and 3215 rebuilt to MK-4. See MK-4 for weights.

Engines 3202, 3207 and 3209 final weights 286800—221800.

3200	Baldwin	36282	1911	(A)	Scr.	11-24-1936	
3201	Baldwin	36283	1911		Scr.	2-9-1953	
3202	Baldwin	36284	1911		Sold for scrap	8-21-1951	
3203	Baldwin	36285	1911	MK-4			
3204	Baldwin	36286	1911		Scr.	1-8-1952	
3205	Baldwin	36307	1911		Scr.	6-18-1953	
3206	Baldwin	36308	1911		Scr.	7-30-1953	
3207	Baldwin	36309	1911		Retired	12-1-1955	
3208	Baldwin	36310	1911	MK-4B			
3209	Baldwin	36311	1911		Scr.	7-31-1950	
3210	Baldwin	36396	1911	(A)	Scr.	12-22-1936	
3211	SPdeM 850 SP 3211	Baldwin	36397	1911		Scr.	6-15-1950
3212	Baldwin	36398	1911	(A)	Scr.	11-30-1936	
3213	Baldwin	36399	1911		Scr.	11-21-1952	
3214	SPdeM 851 SP 3214	Baldwin	36400	1911		Scr.	12-30-1949
3215	Baldwin	36430	1911	MK-4B	Sold for scrap	9-4-1951	

Class MK-4 2-8-2 As built, had same dimensions as MK-2. All but 3220, 3223 and 3233 had cyls. reduced to 23 1/2x30. Final weights and dimensions:

57—23 1/2x30—265600—206200—210—51880—(3220 weighed 286800—221800)

(A) 57—23 1/2x30—286800—221800

(B) 57—23 1/2x30—297700—230200

3216		Baldwin	39999	1913	(B)	
3217		Baldwin	39994	1913	(B)	Scr. 7-30-1954
3218	SPdeM 852 SP 3218	Baldwin	40001	1913	(A)	
3219		Baldwin	40086	1913	(A)	Sold for scrap 8-30-1951
3220		Baldwin	40090	1913		Scr. 11-30-1936
3221		Baldwin	40091	1913		Scr. 2-5-1954
3222		Baldwin	39963	1913		Scr. 2-22-1954
3223		Baldwin	39964	1913		Scr. 11-30-1936
3224		Baldwin	39965	1913		
3225		Baldwin	39966	1913	(A)	Scr. 1-27-1953
3226		Baldwin	39967	1913	(A)	Sold for scrap 2-21-1952
3227		Baldwin	39968	1913		
3228		Baldwin	39969	1913	(A)	Scr. 5-12-1952
3229	SPdeM 853 SP 3229	Baldwin	39970	1913		Scr. 5-11-1953
3230		Baldwin	39971	1913	(B)	Scr. 1-5-1951
3231		Baldwin	39996	1913		Scr. 12-21-1936
3232		Baldwin	39997	1913	(B)	Scr. 2-6-1951
3233		Baldwin	39998	1913		Same wts. as 3220. Scr. 11-27-36
3234		Baldwin	39915	1913	(A)	
3235		Baldwin	39962	1913	(A)	Scr. 12-19-1950
2nd 3236	AE 905	Baldwin	40268	1913		
2nd 3237	901	Baldwin	40212	1913		Scr. 6-9-1953
2nd 3238	902	Baldwin	40213	1913	(A)	Scr. 12-26-1951
2nd 3239	903	Baldwin	40263	1913	(A)	Scr. 6-18-1952
2nd 3240	904	Baldwin	40264	1913	(A)	Scr. 6-30-1953

For 1st 3236-3240, see 3271-3275

Class MK-5 2-8-2 63—26x28—280300—210400—210—53630

(A) 63—26x28—300600—229600

(B) 63—26x28—305000—233000

3241		Baldwin	39815	1913		Scr. 6-2-1952
3242		Baldwin	39816	1913	(A)	Scr. 4-13-1953
3243		Baldwin	39817	1913	(B)	Sold for scrap 11-2-1951
3244		Baldwin	39818	1913	(A)	Scr. 6-30-1953
3245		Baldwin	39771	1913	(A)	Scr. 2-24-1954
3246		Baldwin	39772	1913	(B)	Scr. 12-18-1951
3247		Baldwin	39808	1913		
3248		Baldwin	39809	1913	(A)	Sold for scrap 10-23-1951
3249		Baldwin	39810	1913	(A)	Scrapped 12-17-1953

Class MK-6 2-8-2 63—26x28—280700—209700—210—53630

(A) 63—26x28—299700—232600

(B) 63—26x28—300600—229600

(C) 63—26x28—305000—232900

3250		Lima	1469	1914	(B)	Scr. 4-24-1953
3251		Lima	1470	1914		
3252		Lima	1471	1914	(C)	Scr. 5-19-1953
3253		Lima	1472	1914		Scr. 6-30-1953
3254		Lima	1473	1915	(A)	Scr. 5-26-1952
3255		Lima	1474	1915		Scr. 9-14-1953
3256		Lima	1475	1915	(A)	Scr. 4-30-1952
3257		Lima	1476	1915	(B)	Scr. 11-12-1952
3258		Lima	1477	1915	(B)	Scr. 6-13-1952
3259		Lima	1478	1915		Scr. 5-19-1953

3200		Lima	1479	1915	(B)	Scr.	11-27-1953
3261		Lima	1480	1915	(C)	Scr.	3-7-1952
3262		Lima	1481	1915	(C)	Scr.	11-25-1953
3263		Lima	1482	1915	(C)	Scr.	5-28-1953
3264		Lima	1483	1915	(B)		
3265		Lima	1484	1915	(B)	Sold for scrap	11-27-1954
3266		Lima	1485	1915		Scr.	12-5-1952
3267		Lima	1486	1915	(C)	Scr.	4-21-1953
3268		Lima	1487	1915	(A)	Sold for scrap	1-23-1952
3269		Lima	1488	1915	(A)	Scr.	12-19-1952

Class MK-5 2-8-2 63—26x28—299700—231600—210—53630
 (A) 63—26x28—300600—229600
 (B) 63—26x28—305000—232900
 (C) 63—26x28—280300—210400

3270		Baldwin	41745	1914		Scr.	6-9-1953
3271	1st 3236	Baldwin	39939	1913		Scr.	5-13-1954
3272	1st 3237	Baldwin	39812	1913	(C)	Scr.	7-30-1953
3273	1st 3238	Baldwin	39813	1913	(B)	Sold for scrap	6-24-55
3274	1st 3239	Baldwin	39811	1913		Scr.	1-9-1953
3275	1st 3240	Baldwin	39814	1913	(A)		
3276	AE 906	Lima	5422	1917	(B)		
3277	907	Lima	5423	1917		Scr.	4-6-1953

Class MK-10 2-8-2 51—24½x28—262800—206200—180—50400

3295	M&W 102	Brooks	64144	1923	Acq.	4-11-35	Scr.	5-28-1953
3296	M&W 104	Brooks	64146	1923	Acq.	4-21-35	Sold to Long-Bell Lbr. Co.	12-31-40

Class MK-11 2-8-2 51—22x28—223840—172000—200—45100

3297	NV 521	C&IM 521-21	Brooks	54734	1914	Acq.	1-16-43	Scr.	11-20-1953
3298	NV 522	C&IM 522-22	Brooks	54735	1914	Acq.	1-16-43	Sold for scrap	10-11-54

Class MK-7 2-8-2 Orig. 63—29x30—323000—246800—176—59910 Reblt. dimen. were
 (A) 63—27x30—335300—257400—205—60500

3300	EP&SW 363	Schen.	54258	1913	(A)	Scr.	4-6-1953
3301	364	Schen.	54259	1913	(A)	Scr.	12-8-1952
3302	365	Schen.	54260	1913	(A)	Sold for scrap	10-29-1951
3303	366	Schen.	54261	1913	(A)	Scr.	4-21-1954
3304	367	Schen.	54262	1913	(A)	Scr.	6-30-1953
3305	368	Schen.	55996	1916		Scr.	6-11-1953
3306	369	Schen.	55997	1916	(A)	Scr.	2-22-1952
3307	370	Schen.	55998	1916	(A)	Scr.	2-14-1950
3308	371	Schen.	56400	1916	(A)	Scr.	5-14-1953
3309	372	Schen.	56401	1916	(A)	Scr.	7-31-1952

Class MK-8 2-8-2 63—27x30—323000—246800—205—60500

3310	EP&SW 373	Schen.	58435	1918		Scr.	12-16-1951
3311	374	Schen.	58436	1918		Scr.	2-24-1954
3312	375	Schen.	58437	1918		Sold for scrap	12-26-1951
3313	376	Schen.	58438	1918		Scr.	6-21-1954
3314	377	Schen.	58439	1918		Scr.	8-27-1951

Class MK-9 2-8-2 63—27x30—335300—257400—205—60500 as reblt. Those not reblt. weighed (A) 323000—246800

3315	EP&SW 378	Schen.	61713	1920	(A)	Scr.	4-30-1952
3316	379	Schen.	61714	1920		Scr.	12-11-1951
3317	380	Schen.	61715	1920	(A)	Scr.	9-2-1953
3318	381	Schen.	61716	1920	(A)	Scr.	3-17-1953

3319	382	Schen.	61717	1920	(A)	Sold for scrap	6-15-1950
3320	383	Schen.	61727	1920		Scr.	9-12-1952
3321	384	Schen.	61728	1920	(A)	Scr.	6-11-1953
3322	385	Schen.	61729	1920	(A)	Sold for scrap	4-13-1955
3323	386	Schen.	61730	1920		Scr.	3-25-1952
3324	387	Schen.	61731	1920	(A)	Scr.	5-20-1954

Class C-18 2-8-0 58—22½x28—182000—161000—200—41550 Reblt. as viz:
 (A) 58—22x28 —191500—169500—200—39720
 (B) 57—22x28 —191500—169500—200—40420
 (C) 57—22½x28—191500—169500—200—42280

3400	EP&SW	251	EP&NE	151	Baldwin	21065	1902	(C)	
3401		252		152	Baldwin	21066	1902	(B)	Scr. 11-13-1950
3402		253		153	Baldwin	21067	1902	(A)	Scr. 12-9-1949
3403		254		154	Baldwin	21068	1902	(C)	Scr. 11-27-1946
3404		255		155	Baldwin	21143	1902		Scr. 12-15-1936
3405		256		156	Baldwin	21144	1902		Scr. 9-20-1935
3406	EP&SW	257	EP&NE	157	Baldwin	21162	1903	(B)	
3407		258		158	Baldwin	21198	1903	(A)	Scr. 12-5-1935 Note A
3408		259		159	Baldwin	22028	1903	(A)	Scr. 9-22-1950
3409		260		160	Baldwin	22029	1903	(C)	Scr. 7-10-1953

Note A: Engine 3407 weighed 182000—161000

Class C-19 2-8-0 57—22½x28—198500—177800—200—42280
 (A) 57—22x28 —198500—177800—200—40420
 (B) 58—22x28 —188700—164000—200—39720

3410	EP&SW	261	EP&NE	161	NMC&Ry	161	Baldwin	24320	1904	(A)	Scr. 11-18-1953
3411		262		162		162	Baldwin	24326	1904		Scr. 8-29-1950
3412		263		163		163	Baldwin	24334	1904	(B)	Scr. 9-18-1935
3413		264		164		164	Baldwin	24335	1904		Scr. 9-23-1935
3414		265		165		165	Baldwin	24354	1904		Scr. 9-25-1935
3415		266		166		166	Baldwin	24365	1904		Scr. 11-10-1950
3416		267		167		167	Baldwin	24366	1904		Scr. 9-13-1953
3417		268		168		168	Baldwin	24376	1904		Scr. 1-12-1937
3418		269		169		169	Baldwin	24377	1904		Scr. 5-26-1953
3419		270		170		170	Baldwin	24422	1904		Scr. 6-23-1939
3420		271		171		171	Baldwin	24586	1904		Presented to El Paso, Tex. 2-3-55
3421		272		172		172	Baldwin	24587	1904		Scr. 10-31-1947
3422		273		173		173	Baldwin	24588	1904	(B)	Scr. 11-14-1935
3423		274		174		174	Baldwin	24589	1904		
3424		275		175		175	Baldwin	24622	1904		Scr. 11-27-1946
3425		277		177		177	Baldwin	24641	1904		Scr. 11- 9-1950
3426		278		178		178	Baldwin	24671	1904		Scr. 3-9-1955

Class C-26 2-8-0 (A) 57—25x30—229800—200200—170—47530
 (B) 57—23x30—229800—200200—200—47330
 (C) 57—23x30—225000—196000—200—47330

3440	SPdeM	650	SP	3440	EP&SW	280-60	Baldwin	28099	1906	(A)	Sold to FdelP #640 12-21-51
3441		676		3441		281-61	Baldwin	28100	1906	(C)	Sold to FdelP #641 12-21-51
3442		652		3442		282-62	Baldwin	28101	1906	(B)	Sold to FdelP #642 12-21-51
3443		653		3443		283-63	Baldwin	28133	1906	(A)	Sold to FdelP #643 12-21-51
3444		668		3444		284-64	Baldwin	28134	1906	(C)	Sold to FdelP #644 12-21-51

Class C-27 2-8-0 57—25x30—229800—200200—170—47530
(A) 57—25x30—225000—196000—170—47530
(B) 57—23x30—229800—200200—200—47330

3445	SPdeM 654	SP 3445	EP&SW 285-65	Baldwin 29880	1907	(A)	Sold to FdelP #645
							12-21-51
3446	651	3446	286-66	Baldwin 29881	1907		Sold to FdelP #646
							12-21-51
	655	3447	287-67	Baldwin 29914	1907		Scr. as SPdeM #655
							2-28-39
3448	656	3448	288-68	Baldwin 29915	1907	(B)	Sold to FdelP #647
							12-21-51
3449	657	3449	289-69	Baldwin 29916	1907		Sold to FdelP #648
							12-21-51

Class C-28 2-8-0 As built: 57—25x30—221600—193000—170—47530 Reblt. to:
C-29 (A) 57—23x30—221600—193000—200—47330
(B) 57—23x30—226400—197200—200—47330
(C) 57—23x30—216000—193000—200—47330

3450	SPdeM 677	SP 3450	EP&SW 290-212	Schen. 44470	1907	(C)	FdelP #649
3451	678	3451	291-222	Schen. 44758	1907	(C)	FdelP #650
3452	658	3452	292-208	Schen. 44466	1907	(B)	FdelP #651
3453	659	3453	293-209	Schen. 44467	1907	(A)	FdelP #652
3454	660	3454	294-210	Schen. 44468	1907		FdelP #653
3455	661	3455	295-211	Schen. 44469	1907	(B)	FdelP #654
3456	SPdeM 662	SP 3456	EP&SW 296-213	Schen. 44471	1907		FdelP #655
	663	3457	297-214	Schen. 44472	1907		Scr. 3-31-39 as #663
3458	664	3458	298-215	Schen. 44473	1907	(B)	FdelP #656
3459	665	3459	299-216	Schen. 44474	1907	(A)	FdelP #657
3460	670	3460	300-217	Schen. 44475	1907		FdelP #658
3461	666	3461	301-218	Schen. 44754	1907		FdelP #659
3462	671	3462	302-219	Schen. 44755	1907	(B)*	FdelP #660
3463	672	3463	303-220	Schen. 44756	1907		FdelP #661
3464	669	3464	304-221	Schen. 44757	1907	(B)	FdelP #662
3465	673	3465	305-223	Schen. 44759	1907	(A)	FdelP #663
3466	667	3466	306-224	Schen. 44760	1907	(A)	FdelP #664
3467	674	3467	307-225	Schen. 44761	1907	(A)	Scr. 4-4-1947
3468	679	3468	308-226	Schen. 44762	1907	(A)	FdelP #665
3469	675	3469	309-227	Schen. 44763	1907		FdelP #666

Locomotives carrying FdelP numbers were all sold to that road 12-21-1951

Note: Engines were Class C-28 with 25x30 cyls, 170 lbs. BP. When cyls. reduced, class was changed to C-29. Engines marked (B)* weighed 226400—197200

Class B-1 2-8-4 63—27½x30—406900—261800—240—66550 plus 12000 B. Coal burners converted to oil 390200—258000—240—66550 Booster removed.

3500	B&M 4000	Lima 7277	1928	Acq. 8-1945	Conv. oil 11-49	Scr. 7-19-1951
3501	4002	Lima 7279	1928	Acq. 8-1945	Conv. oil 12-49	Scr. 11-30-1950
3502	4005	Lima 7282	1928	Acq. 8-1945	Conv. oil 9-49	Sold for scrap 8-31-1951
3503	4006	Lima 7283	1928	Acq. 8-1945	Conv. oil 2-50	Sold for scrap 8-31-1951
3504	4009	Lima 7286	1928	Acq. 8-1945	Conv. oil 2-50	Scr. 8-27-1951
3505	4010	Lima 7287	1928	Acq. 8-1945	Conv. oil 3-50	Sold for scrap 9-4-1951
3506	4012	Lima 7289	1928	Acq. 8-1945	Conv. oil 3-50	Scr. 7-27-1951
3507	4013	Lima 7290	1928	Acq. 8-1945	Conv. oil 2-50	Scr. 2-14-1951
3508	4014	Lima 7291	1928	Acq. 8-1945	Conv. oil 3-50	Scr. 6-29-1951
3509	4019	Lima 7296	1928	Acq. 8-1945	Conv. oil 4-50	Sold for scrap 8-31-1951

Class F-1 2-10-2 63—27½x32—348000—273000—200—65300
 (A) 353000—278000
 (B) 352000—282000
 (C) 352300—276000

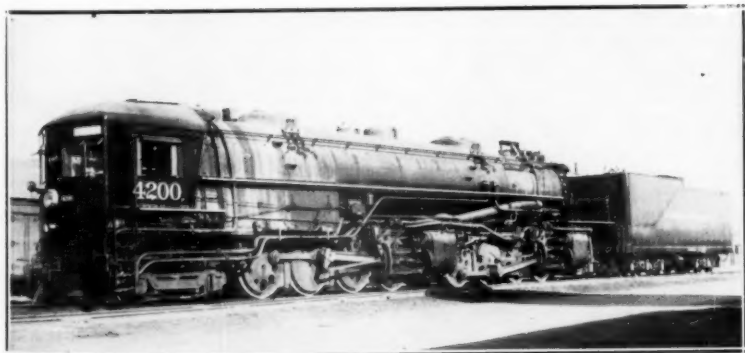
3600	Brooks	57990	1917	(A)	Leased to T&NO #994 (Was Class F-2, Rebt. to F-1 in 1919)
3601	Brooks	57967	1917	(A)	Leased to T&NO #990
3602	Brooks	57968	1917	(A)	Leased to T&NO #986 Engines 3600-3610 leased to T&NO in 1923
3603	Brooks	57969	1917	(A)	Leased to T&NO #991
3604	Brooks	57970	1917	(A)	Leased to T&NO #988
3605	Brooks	57971	1917	(A)	Leased to T&NO #989
3606	Brooks	57972	1917	(B)	Leased to T&NO #993
3607	Brooks	57980	1917	(A)	Leased to T&NO #987
3608	Brooks	57981	1917	(A)	Leased to T&NO #992
3609	Brooks	57982	1917	(A)	Leased to T&NO #996
3610	Brooks	57983	1917	(A)	Leased to T&NO #995
3611	Baldwin	51602	1919	(C)	Scr. 5-27-1954
3612	Baldwin	51603	1919	(C)	Scr. 5-20-1954
3613	Baldwin	51672	1919		Scr. 5-20-1954
3614	Baldwin	51673	1919		Sold for scrap 2-23-1955
3615	Baldwin	51674	1919		Scr. 9-7-1955
3616	Baldwin	51696	1919		
3617	Baldwin	51697	1919		
3618	Baldwin	51792	1919	(C)	Scr. 3-3-1955
3619	Baldwin	51793	1919	(B)	Leased to T&NO #954 6-16-49
3620	Baldwin	51794	1919	(C)	Scr. 7-20-1954
3621	Baldwin	51795	1919		Leased to T&NO #964 9-25-1928
3622	Baldwin	51796	1919		Leased to T&NO #962 3-5-1929
3623	Baldwin	51819	1919		Leased to T&NO #997 12-9-1927
3624	Baldwin	51820	1919		Leased to T&NO #963 10-10-1928
3625	Baldwin	51821	1919		Scr. 2-10-1954
3626	Baldwin	51833	1919		Leased to T&NO #958 3-16-1929
3627	Baldwin	51834	1919		Sold for scrap 9-1-1954
3628	Baldwin	51835	1919		Leased to T&NO #985 7-28-1928
3629	Baldwin	51836	1919		
3630	Baldwin	51837	1919		Leased to T&NO #961 2-27-1929
3631	Baldwin	51862	1919		Leased to T&NO #956 11-6-1929
3632	Baldwin	51863	1919		Leased to T&NO #967 5-16-1928
3633	Baldwin	51864	1919		Leased to T&NO #965 7-28-1928
3634	Baldwin	51900	1919		
3635	Baldwin	51901	1919		Leased to T&NO #998 11-26-1927
3636	Baldwin	51902	1919	(B)	Scr. 4-24-1952
3637	Baldwin	51903	1919		Leased to T&NO #984 11-9-1922
3638	Baldwin	51932	1919	(C)	Scr. 2-5-1955
3639	Baldwin	51933	1919	(C)	Scr. 5-13-1955
3640	Baldwin	51934	1919		Leased to T&NO #999 12-9-1927
3641	Baldwin	51935	1919		Leased to T&NO #969 5-16-1928
3642	Baldwin	51948	1919		Leased to T&NO #957 11-6-1929
3643	Baldwin	51949	1919	(B)	
3644	Baldwin	51950	1919		Leased to T&NO #968 5-16-1928
3645	Baldwin	51951	1919		Leased to T&NO #955 12-12-1929
3646	Baldwin	52010	1919		Leased to T&NO #956 5-16-1928
3647	Baldwin	52011	1919	(C)	Sold for scrap 7-22-1955
3648	Baldwin	52012	1919		Leased to T&NO #983 11-4-1922
3649	Baldwin	52051	1919		Leased to T&NO #959 3-5-1929
3650	Baldwin	52052	1919		Leased to T&NO #960 3-1-1929
3651	Baldwin	52053	1919		Leased to T&NO #982 11-6-1922
2nd 3652	AE 1001 Schen	57979	1917		Acq. 1-1-1921 Sold for scrap 12-7-54

See 3667 for 1st 3652

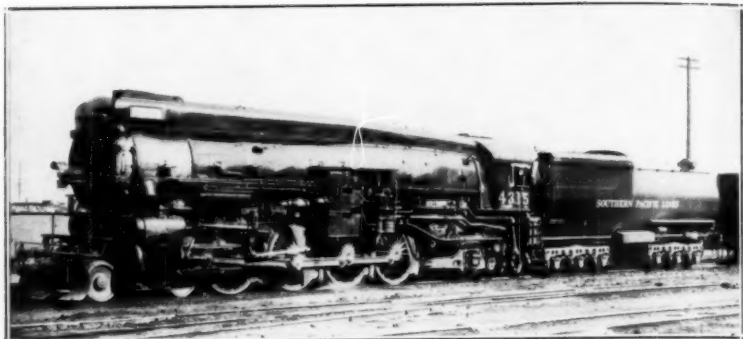
2.
1919)
-3610
1923



S.P. 3930 MM-3. Ex Verde Tunnel & Smelter Co. 500. Schenectady 1920



S. P. 4200, Los Angeles, 1939. AC-8. Baldwin, 1939.



Courtesy of D. L. Joslyn

S. P. 4315, Sacramento, 1940. MT-1. Schenectady, 1924, rebuilt 1940.



S. P. 4415, Los Angeles, 1937. GS-2. Lima, 1936.

Class F-3 2-10-2

63—29½x32—390200—301000—200—75150
(A) 385900—297300

397900—307400

**As built these engines weighed:
 They were converted to coal
 burners in 1926, weighed:
 Reconverted to oil, 1940-44.**

3653	Baldwin	54313	1921	
3654	Baldwin	54381	1921	
3655	Baldwin	54382	1921	Scr. 5-11-1953
3656	Baldwin	54383	1921	Scr. 1-27-1953
3657	Baldwin	54384	1921	Sold for scrap 10-7-1954
3658	Baldwin	54385	1921	(A) Retired 11-15-1955
3659	Baldwin	54502	1921	
3660	Baldwin	54503	1921	
3661	Baldwin	54504	1921	
3662	Baldwin	54505	1921	Sold for scrap 5-16-1955
3663	Baldwin	54506	1921	
3664	Baldwin	54507	1921	(A) Sold for scrap 7-25-1955
3665	Baldwin	54508	1921	
3666	Baldwin	54509	1921	
3667 1st 3652	Baldwin	54257	1921	Scr. 3-16-1954

Class F-4 2-10-2

63—29½x32—397900—306100—200—75150 plus 9,600 B
Boosters removed 1948-49, weights 390400—304000, except 3668,
boosters were restored on those engines transferred to the T&NO.

3668	Baldwin	55233	1921	Leased to T&NO #940 4-7-49 Scr. 5-6-1953
3669	Baldwin	55234	1921	
3670	Baldwin	55235	1921	
3671	Baldwin	55236	1921	Sold for scrap 7-19-1954
3672	Baldwin	55237	1921	
3673	Baldwin	55238	1921	
3674	Baldwin	55239	1921	Sold for scrap 8-15-1955
3675	Baldwin	55240	1921	Sold for scrap 1-7-1955
3676	Baldwin	55241	1921	Leased to T&NO #943 4-1949 Scr. 5-12-1953
3677	Baldwin	55242	1921	Sold for scrap 12-31-1951
3678	Baldwin	55243	1921	Scr. 5-29-1952
3679	Baldwin	55244	1921	
3680	Baldwin	55261	1921	Retired 12-1-1955
3681	Baldwin	55262	1922	Sold for scrap 10-18-1954
3682	Baldwin	55263	1922	Retired 12-1-1955
3683	Baldwin	55264	1922	Retired 11-15-1955
3684	Baldwin	55265	1922	Retired 12-1-1955
3685	Baldwin	55266	1922	Scr. 10-29-1954
3686	Baldwin	55267	1922	Sold for scrap 11-15-1954
3687	Baldwin	55268	1922	Sold for scrap 10-21-1954
3688	Baldwin	55269	1922	
3689	Baldwin	55270	1922	Retired 12-1-1955
3690	Baldwin	55271	1922	
3691	Baldwin	55272	1922	Retired 11-15-1955
3692	Baldwin	55293	1922	Sold for scrap 10-29-1954
3693	Baldwin	55304	1922	
3694	Baldwin	55305	1922	Sold for scrap 10-7-1954
3695	Baldwin	55306	1922	Sold for scrap 2-10-1955
3696	Baldwin	55307	1922	Sold for scrap 3-9-1955
3697	Baldwin	55308	1922	Leased to T&NO #941 -1949 Scr. 5-16-1953
3698	Baldwin	55309	1922	Sold for scrap 3-28-1955
3699	Baldwin	55310	1922	Scr. 6-10-1954
3700	Baldwin	55311	1922	Sold for scrap 10-18-1954
3701	Baldwin	55312	1922	Retired 11-15-1955
3702	Baldwin	55326	1922	Sold for scrap 12-10-1954

3703	Baldwin	55327	1922	Retired 11-15-1955
3704	Baldwin	55328	1922	Sold for scrap 9-23-1955
3705	Baldwin	55329	1922	Scr. 5-21-1953
3706	Baldwin	55330	1922	
3707	Baldwin	55331	1922	Leased to T&NO #942 -1949 Scr. 5-21-1953
3708	Baldwin	55332	1922	Scr. 4-2-1953
3709	Baldwin	55333	1922	Sold for scrap 9-10-1954
3710	Baldwin	55334	1922	Scr. 8-11-1954
3711	Baldwin	55335	1922	
3712	Baldwin	55336	1922	
3713	Baldwin	55337	1922	Scr. 7-13-1954
3714	Baldwin	55338	1922	Sold for scrap 7-26-1954
3715	Baldwin	55377	1922	
3716	Baldwin	55378	1922	Scr. 3-25-1954
3717	Baldwin	55379	1922	Scr. 5-20-1954

Class F-5 2-10-2 63—29½x32—397900—306100—200—75150 plus 10970 B
Boosters removed in 1948-49, new weights 390400—304000. Boosters
were restored to those engines transferred to the T&NO.

3718	Baldwin	57003	1923	
3719	Baldwin	57357	1923	Leased to T&NO #900 Scr. 3-16-1953
3720	Baldwin	57358	1923	Leased to T&NO #936 Scr. 2-28-1953
3721	T&NO 905 3721	Baldwin	57359	1923 Leased to T&NO #905 -1949 Returned. Sold scr. 7-19-54
3722		Baldwin	57360	1923 Leased to T&NO 2nd #937 12-30 Scr. 2-25-53
3723		Baldwin	57361	1923 Leased to T&NO #904 -1949 Scr. 5-1-53
3724		Baldwin	57362	1923 Leased to T&NO #901 -1949 Scr. 3-9-53
3725		Baldwin	57363	1923 Leased to T&NO #906 -1949 Scr. 11-23-53
3726		Baldwin	57429	1923 Leased to T&NO #902 -1949 Sold scr. 3-9-54
3727		Baldwin	57430	1923 Scr. 12-7-1954
3728	T&NO 937 3728	Baldwin	57431	1923 Scr. 4-21-1953
3729		Baldwin	57432	1923 Leased to T&NO #907 -1949 Scr. 6-19-53
3730		Baldwin	57433	1923 Leased to T&NO #932 -1950 Scr. 4-2-53
3731		Baldwin	57441	1923 Leased to T&NO #914 Scr. 6-25-53
3732		Baldwin	57472	1923 Leased to T&NO #922 Scr. 3-26-53
3733		Baldwin	57473	1923 Leased to T&NO #912 Sold scr. 8-18-53
3734		Baldwin	57474	1923 Sold for scr. 9-1-1955
3735		Baldwin	57475	1923 Leased to T&NO #908 Sold scr. 8-18-53
3736		Baldwin	57476	1923 Leased to T&NO #909 Scr. 7-6-53
3737	T&NO 923 3737	Baldwin	57477	1923
3738		Baldwin	57478	1923 Leased to T&NO #910 Returned as 3770 4-53
3739		Baldwin	57479	1923 Leased to T&NO #917 Scr. 7-8-53
3740		Baldwin	57480	1923 Leased to T&NO #918 Scr. 6-15-53
3741		Baldwin	57481	1923 Leased to T&NO #919 Sold scr. 8-18-53
3742		Baldwin	57482	1923 Leased to T&NO #933 Scr. 3-12-53
3743		Baldwin	57483	1923 Leased to T&NO #938 Scr. 3-19-53
3744		Baldwin	57484	1923 Sold for scrap 12-15-1954
3745		Baldwin	57485	1923 Scr. 4-28-1949
3746		Baldwin	57486	1923 Leased to T&NO #911 Scr. 6-10-53
3747		Baldwin	57487	1923 Leased to T&NO #915 Scr. 12-7-53
3748		Baldwin	57488	1923 Leased to T&NO #924 Scr. 4-6-53
3749		Baldwin	57489	1923 Leased to T&NO #920 Scr. 10-30-53
3750		Baldwin	57490	1923 Leased to T&NO #916
3751		Baldwin	57491	1923 Leased to T&NO #929 Scr. 4-9-53
3752		Baldwin	57608	1923 Leased to T&NO #939 Scr. 4-13-53
3753		Baldwin	57609	1923 Leased to T&NO #903 Sold scr. 3-9-54
3754		Baldwin	57620	1923 Leased to T&NO #913 Scr. 3-6-53
3755		Baldwin	57621	1923 Leased to T&NO #946 Scr. 3-26-53
3756	T&NO 925 3756	Baldwin	57622	1923 Leased to T&NO #925 Returned 1953
3757		Baldwin	57623	1923 Leased to T&NO #926

3758		Baldwin	57624	1923	Sold for scrap 1-7-1955
3759	T&NO 921 3759	Baldwin	57625	1923	Sold for scrap 3-29-1955
3760		Baldwin	57626	1923	Leased to T&NO #934 Scr. 3-23-53
3761		Baldwin	57627	1923	Leased to T&NO #947 Scr. 4-27-53
3762		Baldwin	57628	1923	Leased to T&NO #930 Scr. 3-6-53
3763		Baldwin	57629	1923	Leased to T&NO #935 Scr. 2-28-53
3764	T&NO 927 3764	Baldwin	57650	1924	Retired 12-1-1955
3765		Baldwin	57651	1924	
3766		Baldwin	57660	1924	Leased to T&NO #948 Scr. 4-16-53
3767		Baldwin	57661	1924	Leased to T&NO #931 Scr. 3-30-53
3768		Baldwin	57662	1924	Leased to T&NO #949 Scr. 4-22-53
3769	T&NO 928 3769	Baldwin	57947	1925	See Note—Sold for scrap 9-15-55
3770	T&NO 910 3738	Baldwin	57478	1923	Renumb. 3770 4-1953. Scrapped 9-14-1954

Note: Engine 3769 was originally Class F-6, with Caprotti Valve Gear.

Weighed 407400—313900. Reblt. with Walschaert gear 6-1936.

Class AC-9 2-8-8-4 63—24x32 (2)—689900—531200—250—124300 Conv. coal to oil, 1950.

New weights 677200—522000

3800	Lima	7765	1939	Scr. 7-29-1953
3801	Lima	7766	1939	Sold for scrap 4-4-1955
3802	Lima	7767	1939	Sold for scrap 3-4-1955
3803	Lima	7768	1939	Sold for scrap 3-4-1955
3804	Lima	7769	1939	
3805	Lima	7770	1939	
3806	Lima	7771	1939	Sold for scrap 7-11-1955
3807	Lima	7772	1939	Sold for scrap 4-8-1955
3808	Lima	7773	1939	Sold for scrap 10-3-1955
3809	Lima	7774	1939	Sold for scrap 7-20-1955
3810	Lima	7775	1939	Scr. 7-14-1955
3811	Lima	7776	1939	Sold for scrap 3-4-1955

Class MM-2 Orig. 2-6-6-2 Cab First Comp.

63—25638x28—396900—320100—200—65920 Reblt. to

Class AM-2 4-6-6-2 Cab First Simple

63—22x28—424200—356900—210—76800

3900	4200	Baldwin	36684	1911	Scr. 6-14-1947
3901	4201	Baldwin	36685	1911	Scr. 10-31-1947
3902	4202	Baldwin	36687	1911	Scr. 8-21-1948
3903	4203	Baldwin	36688	1911	Scr. 11-23-1946
3904	4204	Baldwin	36689	1911	Scr. 4-12-1947
3905	4205	Baldwin	36703	1911	Scr. 4-23-1947
3906	4206	Baldwin	36704	1911	Scr. 12-24-1947
3907	4207	Baldwin	36705	1911	Scr. 9-23-1948
3908	4208	Baldwin	36726	1911	Scr. 3-8-1948
3909	4209	Baldwin	36727	1911	Scr. 1-12-1948
3910	4210	Baldwin	36740	1911	Scr. 4-4-1947
3911	4211	Baldwin	36783	1911	Scr. 6-30-1947

Class MM-3 2-6-6-2 57—23 1/2 x 37x32—447000—376000—220—88000

3930	VT&S 500	Schen.	61536	1920	Acq. 2-8-43 Sold for scrap 5-24-1954
3931	501	Schen.	61537	1920	Acq. 2-8-43 Sold for scrap 8-31-1951

Class MC-1 2-6-6-2 57—26640x30—425900—394150—200—94880. Reblt. to Cab. First Simple

Class AC-1 57—22x30—481200—440800—210—90940

4000	Baldwin	33340	1909	Scr. 4-2-1948
4001	Baldwin	33341	1909	Scr. 6-14-1947

Class MC-2 2-6-6-2 57—26640x30—437000—394700—200—94880 Blr. with Cab
First. Simpled to Class AC-1 as above. Engine 4010 had a tender booster, with 15,120 TE.

4002	Baldwin	34019	1909	Scr.	8-16-1947
4003	Baldwin	34043	1909	Scr.	3-17-1948
4004	Baldwin	34044	1909	Scr.	3-28-1947
4005	Baldwin	34046	1909	Scr.	10-29-1947
4006	Baldwin	34047	1909	Scr.	8-30-1947
4007	Baldwin	34063	1909	Scr.	12-14-1946
4008	Baldwin	34064	1909	Scr.	2-26-1948
4009	Baldwin	34065	1909	Scr.	11-3-1948
4010	Baldwin	34066	1909	Scr.	12-31-1947
4011	Baldwin	34067	1909	Scr.	12-29-1936
4012	Baldwin	34093	1909	Scr.	8-27-1948
4013	Baldwin	34094	1909	Scr.	11-28-1936
4014	Baldwin	34095	1909	Scr.	4-12-1949
4015	Baldwin	34096	1909	Scr.	12-28-1948
4016	Baldwin	34097	1909	Scr.	7-8-1948

Class MM-4 2-8-8-2 57—26640x30—432600—398500—200—94880 Cab First
Comp. Reblt. to Class AC-2, same dimensions as Class AC-1.

Engine 4028 had a tender booster, TE 15120					
4017	Baldwin	36490	1911	Scr.	6-14-1947
4018	Baldwin	36491	1911	Scr.	6-30-1947
4019	Baldwin	36492	1911	Scr.	11-21-1947
4020	Baldwin	36493	1911	Scr.	12-18-1947
4021	Baldwin	36524	1911	Scr.	6-30-1947
4022	Baldwin	36525	1911	Scr.	11-28-1936
4023	Baldwin	36526	1911	Scr.	7-21-1947
4024	Baldwin	36527	1911	Scr.	2-5-1949
4025	Baldwin	36614	1911	Scr.	7-8-1948
4026	Baldwin	36615	1911	Scr.	3-17-1948
4027	Baldwin	36616	1911	Scr.	1-22-1949
4028	Baldwin	36634	1911	Scr.	7-29-1948

Class MC-6 2-8-8-2 57—26640x30—435800—400700—200—94880 Cab First
Comp. Simpled to Class AC-3, same dimensions as Class AC-1.

4029	Baldwin	38523	1912	Scr.	4-4-1947
4030	Baldwin	38524	1912	Scr.	10-19-1948
4031	Baldwin	38525	1912	Scr.	5-16-1949
4032	Baldwin	38526	1912	Scr.	10-27-1949
4033	Baldwin	38527	1912	Scr.	7-29-1948
4034	Baldwin	38528	1912	Scr.	11-19-1947
4035	Baldwin	38529	1912	Scr.	2-5-1949
4036	Baldwin	38530	1912	Scr.	3-20-1948
4037	Baldwin	38531	1912	Scr.	6-23-1949
4038	Baldwin	38532	1912	Scr.	3-17-1948
4039	Baldwin	38533	1912	Scr.	11-11-1947
4040	Baldwin	38534	1912	Scr.	12-31-1946
4041	Baldwin	38711	1912	Scr.	3-14-1949
4042	Baldwin	38712	1912	Scr.	3-1-1949
4043	Baldwin	38713	1912	Scr.	8-20-1949
4044	Baldwin	39673	1913	Scr.	2-4-1948
4045	Baldwin	39731	1913	Scr.	12-21-1946
4046	Baldwin	39857	1913	Scr.	12-22-1947
4047	Baldwin	39858	1913	Scr.	6-30-1949
4048	Baldwin	39874	1913	Scr.	11-3-1948

Note A

Note A: Engine 4037 blew up 2-24-1914. Reblt. Sacramento 6-1914

with Cab
120 TL

Class AC-4 4-8-8-2 63—24x32—614600—475200—235—116900 Cab First

4100	Baldwin	60575	1928	Scr. 12-17-1953
4101	Baldwin	60576	1928	Scr. 12-17-1953
4102	Baldwin	60622	1928	Scr. 4-21-1953
4103	Baldwin	60623	1928	Scr. 12-17-1953
4104	Baldwin	60624	1928	Sold for scrap 1-3-1955
4105	Baldwin	60625	1928	Scr. 3-9-1953
4106	Baldwin	60666	1928	Scr. 2-5-1953
4107	Baldwin	60667	1928	Sold for scrap 6-27-55
4108	Baldwin	60668	1928	Sold for scrap 6-29-55
4109	Baldwin	60669	1928	Sold for scrap 1-3-1955

Class AC-5 4-8-8-2 63—24x32—622600—482500—235—116900 Cab First

4110	Baldwin	60866	1929	Scr. 2-3-1953
4111	Baldwin	60867	1929	Scr. 11-25-1953
4112	Baldwin	60868	1929	Scr. 11-25-1953
4113	Baldwin	60869	1929	Sold for scrap 5-6-1955
4114	Baldwin	60884	1929	Sold for scrap 4-18-1955
4115	Baldwin	60885	1929	Scr. 6-21-1954
4116	Baldwin	60886	1929	Scr. 12-28-1953
4117	Baldwin	60887	1929	Scr. 6-21-1954
4118	Baldwin	60888	1929	Scr. 5-21-1953
4119	Baldwin	60889	1929	Scr. 6-11-1953
4120	Baldwin	60952	1929	Sold for scrap 1-3-1955
4121	Baldwin	60953	1929	Scr. 6-11-1953
4122	Baldwin	60954	1929	Scr. 4-13-1954
4123	Baldwin	60955	1929	Scr. 12-28-1953
4124	Baldwin	60956	1929	Scr. 5-23-1953
4125	Baldwin	60957	1929	Scr. 5-21-1953

Class AC-6 4-8-8-2 63—24x32—639500—517000—250—124300 Reblt. with cast steel frames in 1947-48. Cab First

Weights 648000—524000

4126	Baldwin	61353	1930	Scr. 5-20-1954
4127	Baldwin	61354	1930	Scr. 4-21-1954
4128	Baldwin	61382	1930	Scr. 5-12-1953
4129	Baldwin	61383	1930	Scr. 10-24-1954
4130	Baldwin	61384	1930	Sold for scrap 2-4-1955
4131	Baldwin	61385	1930	Sold for scrap 11-5-1954
4132	Baldwin	61386	1930	Sold for scrap 11-15-1954
4133	Baldwin	61387	1930	Retired 9-19-1955
4134	Baldwin	61388	1930	Sold for scrap 11-24-1954
4135	Baldwin	61389	1930	Sold for scrap 6-17-55
4136	Baldwin	61416	1930	Retired 9-19-1955
4137	Baldwin	61426	1930	Scr. 5-12-1953
4138	Baldwin	61427	1930	Scr. 5-20-1953
4139	Baldwin	61428	1930	Scr. 11-26-1954
4140	Baldwin	61429	1930	Sold for scrap 5-23-1955
4141	Baldwin	61491	1930	Sold for scrap 2-15-1955
4142	Baldwin	61492	1930	Scr. 11-26-1954
4143	Baldwin	61493	1930	Sold for scrap 11-24-1954
4144	Baldwin	61494	1930	Scr. 2-18-1953
4145	Baldwin	61535	1930	Scr. 12-30-1954
4146	Baldwin	61536	1930	Sold for scrap 11-9-1954
4147	Baldwin	61537	1930	Scr. 3-9-1953
4148	Baldwin	61538	1930	Sold for scrap 12-10-1954
4149	Baldwin	61543	1930	Retired 12-1-1955
4150	Baldwin	61544	1930	Sold for scrap 11-30-1955

Class AC-7 4-8-8-2 63—24x32—639800—514800—250—124300 Cab First

4151-4162 Baldwin 61952-63 1936	4163-4176 Baldwin 62038-51 1937
4152&4159 retired 9-19-1955	4166 sold for scr. 1-28-1955
4153 scr. 12-30-1954	4167 retired 9-19-1955
4154 retired 12-1-1955	4171 sold for scr. 4-8-1955
4155 scr. 11-26-1954	4173 scr. 7-14-1955
4156 sold for scr. 12-24-1954	4174 sold for scr. 4-4-1955
4157 sold for scr. 1-21-1955	
4158 sold for scr. 3-28-1955	

Class AC-8 4-8-8-2 63—24x32—657900—531700—250—124300 Cab First

4177-4204 Baldwin 62265-92 1939	4189 sold for scr. 1-3-1955
4177 sold for scr. 3-3-1955	4192 sold for scr. 4-18-1955
4182 retired 9-19-1955	4194 sold for scr. 2-23-1955
4183 retired 11-15-1955	4196 scr. 11-20-1954
4185 sold for scr. 1-21-55	4197 sold for scr. 5-6-1955
4199 blew up near Salinas 5-3-1941. Rebuilt Los Angeles 8-1941.	

Class AC-10 4-8-8-2 63—24x32—657900—531700—250—124300 Cab First

4205-4244 Baldwin 64287-326 1942	4221 scr. 9-21-1955
4208&4214 retired 9-19-1955	4226 scr. 10-26-1955
4210&4219)	4230 retired 12-1-1955
4223&4225) retired 12-1-1955	4234 scr. 10-26-1955

Class AC-11 4-8-8-2 63—24x32—657900—531700—250—124300 Cab First

4245-4274 Baldwin 64677-706 1942	4245 scr. 1-27-1955
4254&4268)	4255 scr. 9-21-1955
4273) retired 4-5-1955	4257 retired 9-19-1955
4265 scr. 2-21-1955	4260 retired 11-11-1955
4266 scr. 11-4-1955	

Class AC-12 4-8-8-2 63—24x32—657900—531700—250—124300 Cab First

4275-4284 Baldwin 70082-91 1943	4279 scr. 9-21-1955
4285-4294 Baldwin 70092-101 1944	4288, 4290-4291 retired 4-5-1955

Class MT-1 4-8-2 73—28x30—368000—246000—210—57510 plus 10160 B except Eng. 4307 has no booster.

4300	Schen. 64891	1923	
4301	Schen. 64892	1923	Scr. 9-20-1955
4302	Schen. 64893	1923	Sold for scrap 6-4-1954
4303	Schen. 64894	1923	
4304	Schen. 64895	1923	Delivered for scr. 11-22-55
4305	Schen. 64896	1923	Scr. 4-22-1955
4306	Schen. 64897	1923	Scr. 2-18-1953
4307	Schen. 64898	1923	
4308	Schen. 64899	1923	Scr. 9-20-1955
4309	Schen. 64900	1923	Scr. 4-27-1955
4310	Schen. 65380	1924	Sold for scrap 7-23-1954
4311	Schen. 65381	1924	
4312	Schen. 65382	1924	
4313	Schen. 65383	1924	Sold for scrap 9-8-1954
4314	Schen. 65384	1924	Scr. 6-8-1953
4315	Schen. 65385	1924	Scr. 6-23-1953
4316	Schen. 65386	1924	Sold for scrap 5-25-1955
4317	Schen. 65387	1924	Scr. 11-13-1952
4318	Schen. 65388	1924	Retired 9-19-1955
4319	Schen. 65389	1924	Scr. 6-21-1954

4320	Schen.	65390	1924	Scr. 8-24-1954
4321	Schen.	65391	1924	Sold for scrap 12-10-1954
4322	Schen.	65392	1924	Scr. 5-20-1953
4323	Schen.	65393	1924	Scr. 4-3-1953
4324	Schen.	65394	1924	
4325	Schen.	65395	1924	Scr. 12-29-1954
4326	Schen.	65396	1924	Scr. 11-19-1954
4327	Schen.	65397	1924	Sold for scrap 12-10-1954

**Class MT-3 4-8-2 73—28x30—368000—246000—210—57510 plus 10160B, except
Engs. 4335 and 4342 have boosters removed.**

4328	S. P. Co. Sacto.	139	1925	Scr. 2-27-1953
4329	S. P. Co. Sacto.	140	1925	Scr. 10-19-1953
4330	S. P. Co. Sacto.	141	1925	
4331	S. P. Co. Sacto.	142	1925	Scr. 6-11-1953
4332	S. P. Co. Sacto.	143	1925	Scr. 1-7-1954
4333	S. P. Co. Sacto.	144	1925	Scr. 8-30-1954
4334	S. P. Co. Sacto.	145	1926	Sold for scrap 6-24-55
4335	S. P. Co. Sacto.	146	1926	
4336	S. P. Co. Sacto.	147	1926	
4337	S. P. Co. Sacto.	148	1926	
4338	S. P. Co. Sacto.	149	1926	Scr. 6-11-1953
4339	S. P. Co. Sacto.	150	1926	Sold for scrap 8-11-1954
4340	S. P. Co. Sacto.	151	1926	
4341	S. P. Co. Sacto.	152	1926	Sold for scrap 6-24-55
4342	S. P. Co. Sacto.	153	1926	
4343	S. P. Co. Sacto.	154	1926	Sold for scrap 4-18-1955
4344	S. P. Co. Sacto.	155	1926	Scr. 4-7-1955
4345	S. P. Co. Sacto.	156	1926	Scr. 11-25-1953

**Class MT-4 4-8-2 73—28x30—368000—246000—210—57510 plus 10160B, except
Engs. 4354 and 4360 have boosters removed.**

4346	S. P. Co. Sacto.	157	1926	
4347	S. P. Co. Sacto.	158	1926	
4348	S. P. Co. Sacto.	159	1926	Scr. 3-9-1953
4349	S. P. Co. Sacto.	160	1926	Sold for scrap 5-6-1955
4350	S. P. Co. Sacto.	161	1926	Scr. 4-21-1954
4351	S. P. Co. Sacto.	162	1927	Scr. 6-21-1954
4352	S. P. Co. Sacto.	163	1927	Sold for scr. 7-11-1955
4353	S. P. Co. Sacto.	164	1927	
4354	S. P. Co. Sacto.	165	1927	
4355	S. P. Co. Sacto.	166	1927	Scr. 1-31-1955
4356	S. P. Co. Sacto.	167	1927	Scr. 2-24-1954
4357	S. P. Co. Sacto.	168	1927	
4358	S. P. Co. Sacto.	169	1927	
4359	S. P. Co. Sacto.	170	1928	Scr. 2-24-1954
4360	S. P. Co. Sacto.	171	1928	
4361	S. P. Co. Sacto.	172	1929	Scr. 12-21-1953
4362	S. P. Co. Sacto.	173	1929	Sold for scrap 2-5-1955
4363	S. P. Co. Sacto.	174	1929	Sold for scrap 3-4-1955
4364	S. P. Co. Sacto.	175	1929	Scr. 4-28-1953
4365	S. P. Co. Sacto.	176	1929	Sold for scrap 9-10-1954
4366	S. P. Co. Sacto.	177	1929	Scr. 6-24-1954

Class MT-5 4-8-2 73—28x30—368000—246000—210—57510 plus 10160B

4367	S. P. Co. Sacto.	178	1929	
4368	S. P. Co. Sacto.	179	1929	Scr. 12-8-1954
4369	S. P. Co. Sacto.	180	1929	Scr. 2-24-1954
4370	S. P. Co. Sacto.	181	1929	
4371	S. P. Co. Sacto.	182	1930	Sold for scrap 1-21-1955

4372	S. P. Co. Sacto.	183	1930	
4373	S. P. Co. Sacto.	184	1930	
4374	S. P. Co. Sacto.	185	1930	Sold for scrap 6-16-55
4375	S. P. Co. Sacto.	186	1930	Scr. 12-31-1953
4376	S. P. Co. Sacto.	187	1930	

Class MT-2 4-8-2 73—28x30—391000—262500—225—61620 Orig. 29x30 cyl. 210 BP

4385	EP&SW	410	Brooks	65788	1924	Acq. 11-1924	Sold for scrap 12-26-1951
4386		411	Brooks	65789	1924	Acq. 11-1924	Scr. 3-10-1952
4387		412	Brooks	65790	1924	Acq. 11-1924	Scr. 4-3-1953
4388		413	Brooks	65791	1924	Acq. 11-1924	Sold for scrap 9-12-1951
4389		414	Brooks	65792	1924	Acq. 11-1924	Scr. 2-18-1953
4390		415	Brooks	65793	1924	Acq. 11-1925	Scr. 12-18-1951

Class GS-1 4-8-4 73—27x30—442300—262000—250—62200 plus 137108

4400	1st 4470	T&NO 708	SP 4400	Baldwin	61410	1930	Scr. 3-23-1954
4401				Baldwin	61411	1930	Sold for scr. 6-8-1955
4402				Baldwin	61412	1930	Note A
4403	1st 4471	T&NO 709	SP 4403	Baldwin	61413	1930	Sold for scr. 8-15-1955
4404				Baldwin	61414	1930	Sold to T&NO #710 11-8-1948
4405				Baldwin	61415	1930	
4406				Baldwin	61430	1930	Sold to T&NO #704 3-18-1941
4407	T&NO 705	SP 4407		Baldwin	61431	1930	Sold for scr. 6-1-1955
4408	706	4408		Baldwin	61432	1930	Sold for scr. 8-15-1955
4409	707	4409		Baldwin	61433	1930	Sold for scr. 9-1-1955
2nd 4470	2nd 4403	T&NO 700		Baldwin	61390	1930	
2nd 4471	2nd 4400	701		Baldwin	61391	1930	Retired 12-1-1955
4472	2nd 4404	702		Baldwin	61408	1930	
4473	2nd 4406	703		Baldwin	61409	1930	Sold for scrap 2-15-1955

Note A: Eng. 4402 blew up at Richvale, Calif. 12-25-1931. Reblt. Sacto. 2-1932

Class GS-2 4-8-4 73—27x30—448400—266500—250—62200 plus 137508

4410-4415	Lima	7646-51	1936	4413	Sold for scr. 5-16-1955
				4414	scr. 1-14-1955

Class GS-3 4-8-4 80—26x32—460000—267300—280—62800 plus 138508

4416-4429	Lima	7721-34	1937	4423	scr. 2-21-1955
4416	sold for scr.	6-1-1955		4424	retired 9-19-1955
4419	sold for scr.	7-20-1955		4427	sold for scr. 2-25-1955
				4429	scr. 4-7-1955

Class GS-4 4-8-4 80—25½x32—475000—276000—300—64800 plus 138508

4430-4449	Lima	7798-7817	1941	4450-4457	Lima	7848-55	1942
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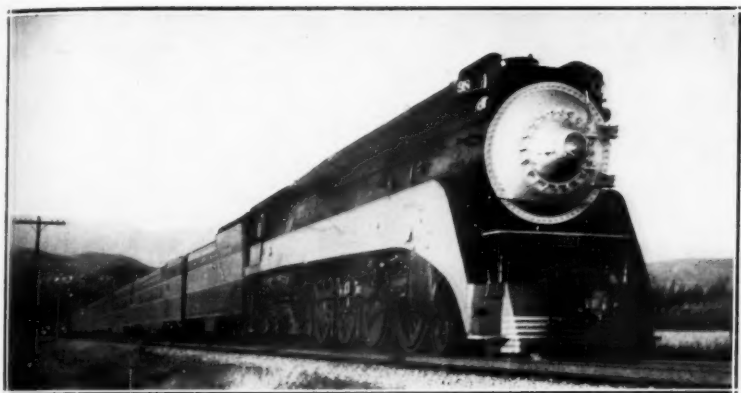
Class GS-5 4-8-4 80—25½x32—483200—278700—300—64800 plus 138508

4458	Lima	7856	1942	Timken Bearings
4459	Lima	7857	1942	SKF Bearings

Class GS-6 4-8-4 73—27x30—468400—270000—260—64600

283000 original wt. on drivers

4460-4463	Lima	8013-16	1943	4462	scr. 3-5-1954
4464-4469	Lima	8248-53	1943	4466	scr. 6-14-1955
				4467	scr. 5-13-1955



S. P. Train #98, The Morning Daylight, near Chatsworth, Calif., 1937. S. P. 4417, GS-3.

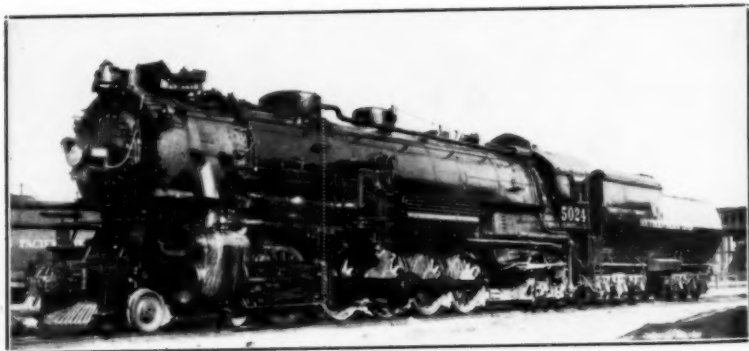


S. P. 4437, GS-4, Lima 1941
Former daylight streamlined, now painted black and skirts removed



S. P. 4477, Ex St.L.S.W. 805, GS-7, Baldwin 1930

Courtesy of D. S. Richter



S. P. 5024, Los Angeles, 1934. SP-2, Schenectady, 1926.

Class GS-7 4-8-4 70—26x30—419800—242000—250—61564 Acq. 6-1953

4475	StLSW 802	Baldwin	61439	1930	
4476	804	Baldwin	61441	1930	
4477	805	Baldwin	61442	1930	
4478	807	Baldwin	61487	1930	
4479	801	Baldwin	61422	1930	Scr. 3-28-1955
4480	808	Baldwin	61488	1930	Sold for scrap 7-20-1955
4481	809	Baldwin	61489	1930	Retired 10-12-1955

Class GS-8 4-8-4 70—26x30—438500—260000—250—61564 Acq. 6-1953

4485	StLSW 815	StLSW Shops	1942
4486	817	StLSW Shops	1942
4487	818	StLSW Shops	1942
4488	813	StLSW Shops	1942

Class SP-1 4-10-2 63—25&28x32 (3 cyl) 442000—316000—225—84200 plus 12340B

(A) Booster removed 433000—309000

5000	Schen.	66107	1925	(A)	Sold for scrap 11-24-1954
5001	Schen.	66206	1925		Scr. 3-9-1953
5002	Schen.	66207	1925		Scr. 6-25-1954
5003	Schen.	66208	1925		Scr. 7-13-1953
5004	Schen.	66209	1925		Scr. 2-18-1953
5005	Schen.	66210	1925	(A)	Scr. 12-17-1954
5006	Schen.	66211	1925		Scr. 10-29-1953
5007	Schen.	66212	1925		Scr. 3-26-1954
5008	Schen.	66213	1925	(A)	Scr. 7-16-1954
5009	Schen.	66214	1925	(A)	Scr. 6-4-1953
5010	Schen.	66215	1925		Scr. 4-21-1953
5011	Schen.	66216	1925	(A)	Sold for scrap 2-9-1955
5012	Schen.	66217	1925	(A)	Scr. 7-28-1954
5013	Schen.	66218	1925		Sold for scrap 3-2-1955
5014	Schen.	66219	1925	(A)	Scr. 7-27-1953
5015	Schen.	66220	1925	(A)	Scr. 6-11-1953

Class SP-2 4-10-2 63—25&28x32 (3 cyl) 445000—317500—225—84200 plus 12340B

(A) Booster removed 436100—310000

5016	Schen.	66788	1926	(A)	Scr. 5-20-1954
5017	Schen.	66789	1926		Scr. 5-12-1953
5018	Schen.	66790	1926	(A)	Scr. 2-26-1954
5019	Schen.	66791	1926	(A)	Scr. 12-2-1953
5020	Schen.	66792	1926	(A)	Scr. 8-14-1953
5021	Schen.	66793	1926		Retired 10-19-1955
5022	Schen.	66794	1926	(A)	Scr. 2-24-1954
5023	Schen.	66795	1926	(A)	Scr. 12-28-1953
5024	Schen.	66796	1926		Sold for scrap 11-15-1954
5025	Schen.	66797	1926	(A)	Sold for scrap 11-29-1954
5026	Schen.	66798	1926		Scr. 4-29-1953
5027	Schen.	66799	1926	(A)	Sold for scrap 2-9-1955
5028	Schen.	66800	1926	(A)	Scr. 8-19-1953
5029	Schen.	66801	1926		Scr. 3-26-1953
5030	Schen.	66802	1926	(A)	Scr. 5-21-1953
5031	Schen.	66803	1926		Scr. 9-22-1954
5032	Schen.	66804	1926		Scr. 5-19-1953
5033	Schen.	66805	1926	(A)	Sold for scrap 2-28-1955
5034	Schen.	66806	1926		Scr. 5-13-1954
5035	Schen.	66807	1926	(A)	Scr. 3-10-1953
5036	Schen.	66808	1926	(A)	Sold for scrap 11-8-1954

5037 Note A Schen. 66809 1926 (A) Scr. 4-30-1954
 5038 Schen. 66810 1926 (A) Scr. 5-21-1953

Note A: Engine 5037 blew up at Bosque, Ariz. 11-1946. New boiler Alco 1947.

Class SP-3 4-10-2 63—25&28x32 (3 cyl) 445000—317500—225—84200 plus 123400

(A) Booster removed 436100—310000

5039	Schen.	67412	1927	Scr. 4-29-1953
5040	Schen.	67413	1927	Scr. 3-19-1953
5041	Schen.	67414	1927 (A)	Scr. 6-11-1953
5042	Schen.	67415	1927 (A)	Scr. 4-29-1953
5043	Schen.	67416	1927 (A)	Scr. 5-20-1954
5044	Schen.	67417	1927	Scr. 2-9-1954
5045	Schen.	67418	1927 (A)	Scr. 7-14-1953
5046	Schen.	67419	1927	Scr. 12-10-1953
5047	Schen.	67420	1927 (A)	Sold for scrap 3-3-1955
5048	Schen.	67421	1927	Scr. 12-2-1953

McKeen Gas Motor Coaches—Coast Lines

6 cyl. 10x12—61000—200HP unless otherwise noted.

1	20	McKeen	20	1908	Retired 7-31-1920	
3	23	McKeen	23	1908	Scr. 2-11-1923	
5	24	McKeen	24	1908	Scr. 2-11-1923	
7	25	McKeen	25	1908	Scr. 2-11-1923	
9	26	McKeen	26	1908	Scr. 5-21-1923	
11	27	McKeen	27	1908	Blew up 10-11-1912	Scr. 3-1913
13	28	McKeen	28	1908	Scr. 5-22-1923	
15		McKeen	29	1908	Scr. 2-14-1923	
17		McKeen	30	1908	Scr. 2-11-1923	
19		McKeen	33	1909	Scr. 11-21-1923	
21		McKeen	34	1909	Scr. 6-10-1925	
23		McKeen	35	1909	Scr. 5-21-1923	
25		McKeen	36	1909	Scr. 6-28-1926	
27		McKeen	37	1909	Scr. 4-9-1936	
29		McKeen	38	1909	Scr. 12-18-1936	
31		McKeen	44	1909	Scr. 4-14-1936	
33		McKeen	45	1909	Scr. 6-10-1925	
35		McKeen	46	1910	Scr. 11-21-1923	
37		McKeen	71	1910	Scr. 4-30-1936	Weighed 69700
39		McKeen	72	1910	Scr. 12-16-1936	Weighed 69700
41		McKeen	57	1909	Scr. 8-4-1936	
43		McKeen	92	1910	Scr. 6-30-1936	Weighed 69700
45		McKeen	93	1910	Scr. 1-1939	Weighed 69700
47		McKeen	94	1911	Scr. 4-2-1936	Weighed 69700
49		McKeen	95	1911	Scr. 12-17-1936	Weighed 69700
50	FCdeS 50	McKeen	50	1909	Acquired 2-1911	Weighed 69700 Scr. 1936
51		McKeen	96	1911	Scr. 12-17-1936	Weighed 69700
53		McKeen	97	1911	Retired 1-1934	Weighed 69700
55		McKeen	98	1911	Retired 1-1934	Weighed 69700
57		McKeen	99	1911	Retired 1-1934	Weighed 69700
59		McKeen	100	1911	Destroyed by fire 1-19-21	Weighed 69700
61		McKeen	101	1911	Retired 1-1939	Weighed 69700
63		McKeen	64	1910	Sold to Dallas Mach. Wks., Dallas, Ore. 4-21-33	
65		McKeen	79	1910	Retired 1-1935	Weighed 69700
67	SFC&W 1	McKeen	56	1909	Acquired 2-1916	Weighed 68000 Retired 1-1934
69	AE 1	McKeen		1909	Acquired 12-1924	Retired 7-14-1934
71	AE 2	McKeen		1909	Acquired 12-1924	Retired 6-20-1935
73	AE 3	McKeen		1909	Acquired 12-1924	Retired 8-30-1930
75	AE 4	McKeen		1909	Acquired 12-1924	Retired 5-30-1931

Gas-Electric Motor Coaches—Coast Lines

1	Mac-Int.	3-1929	132120	To S.P.M.W. 7017-H	9-2-1943
2	Brill	1-1929	154600	To S.P.M.W. 7028-A	1-26-1943
3	Pullman	3-1930	158400	Sold to St.L.S.W.Ry.	8-2-1941
4	Pullman	3-1930	158400	Sold to St.L.S.W.Ry.	8-2-1941
5	Pullman	3-1930	158400	Sold to St.L.S.W.Ry.	8-2-1941
6	Pullman	3-1930	158400	Sold to C.M.St.P. & P.Ry.	8-15-1941
7	Brill	12-1929	166820	Scr. 12-31-1945	
8	Brill	1-1930	166140	Scr. 12-22-1945	
9	Brill	1-1930	167900	To S.P.M.W. 7017-J	9-30-1945
10	Brill	1-1930	167440	Scr. 12-31-1945	
11	Brill	1-1930	167500	Scr. 12-31-1945	
12	Pullman	3-1930	158400	Ex NWP 901. Sold to St.L.S.W.Ry.	8-3-1941
2nd 10	Budd 5917	1954		RDC Motor Coach	

Class ES 0-4-4-0 Electric Freight 36½—121900—21600TE 4/250 hp motors

100	PE&E 100	SP 200	Baldwin-West	38086	1912	Sold	
101	101	201	Baldwin-West	38154	1912	Sold to Waterloo, Cedar Falls & Nor.	#186
102	102	202	Baldwin-West	38298	1912	Sold to Waterloo, Cedar Falls & Nor.	#187

Shop Switchers belonging to the Maintenance of Way Dept.

Sacramento 1st	1	4-4-2T	R. Norris	1868	Ex SP 1003	CP 41	Scr. 2-1906
Sacramento 2nd	1	2-4-2T	Baldwin	7245	1884	Ex SP 1010-80	
						To SPMW #568	3-1-1916
Dunsmuir	2	2-4-2T	Baldwin	10253	1889	Ex SP 1006-1159-384	
						To SPMW #569	2-23-1916
Portland	3	4-4-0T	Rogers	1594	1868	Ex SP 1008	2nd 1202 1927 Ore.
							11 NR 1019
Bakersfield	4	0-4-0T	Baldwin	4226	1877	Ex SP 1009	S&P 3rd 1 SP 110 Scr. 5-5-1915
							To SPMW #218 3-1916
Los Angeles	5	0-4-2T	Baldwin	1882	Ex SP 20	To SPMW #219	3-1916
Tucson	6	0-4-2T	Baldwin	1882	Ex SP 21	To SPMW #220	3-1916
Oakland	7	0-4-0T	Baldwin	1882	Ex SP 22	To SPMW #570	3-1916
San Francisco	8	4-4-0	Cooke	1870	Ex SP 1262-9-SF&SJ	9	Scr. 9-19-1909
Los Angeles	9	0-6-0T	Rogers	2866	1881	Ex SP 1070-1668-190-SPNM	31
						To SPMW #221	3-16

SPMW No.	Previous No.	Builder	Constr.	Date	Type	Disposal
208	1079	Baldwin	19480	1901	0-6-0T	Brooklyn Shops
209	1097	Baldwin	20901	1902	0-6-0T	W. Oakland Shops
211	1015	Rhode Is.	1992	1888	0-6-0	Lucin Quarries
212	1024	Schen	2641	1888	0-6-0	Lucin Quarries
214	1029	Schen	2646	1888	0-6-0	Lucin Quarries
216	1072	Schen.	1375	1881	0-6-0	Lucin Quarries
217	1295	Brooks	45078	1908	0-6-0T	W. Oakland Shops
218	Bak. #4	Baldwin	4226	1877	0-4-0T	Bakersfld. Shops
219	L. A. #5	Baldwin	1882	1882	0-4-2T	Los Ang. Shops
220	Tuc. #6	Baldwin	1882	1882	0-4-2T	Tucson Shops
220	1162	Baldwin	30515	1907	0-6-0T	Sacramento Shops
221	L. A. #9	Rogers	2866	1881	0-6-0T	Los Ang.-Taylor RH-
261	1502	Baldwin	2547	1871	4-4-0	Brooklyn Shops
564	1027	Schen.	2644	1888	0-6-0T	Tucson Shops
565	1109	Baldwin	22517	1903	0-6-0T	Los Ang. Gen. Shops

566	1906	C. P. Co.	19	1882	0-6-2T	Brooklyn Shops	
							Scr. 11-17-1939
567	1040	Schen.	4132	1893	0-6-0	Bayshore Shops	Scr. 5-1937
567	1108	Baldwin	22505	1903	0-6-0T	Los Ang.-Taylor RH-	
568	Sac. 2nd 1	Baldwin	7245	1884	2-4-2T	Sacramento Shops	Scr. 1929
568	1110	Baldwin	22523	1903	0-6-0T	Sparks Shops	
569	Duns. #2	Baldwin	10253	1889	2-4-2T	Sacramento Shops	
							Scr. 11-1936
569	1155	Baldwin	30478	1907	0-6-0T	Ogden Shops	
570	Oak. #7	Baldwin		1882	0-4-2T	W. Oakland Shops	
							Scr. prior 1929
570	(Gas-Mech.)	Dav. Besler	2359	1941	A-A	W. Oakland Shops	
571	1901	C. P. Shops	14	1882	0-6-2T	Ogden Shops	Scr. 6-14-47
572	1191	Baldwin	36555	1911	0-6-0T	Roseville Shops	
577	1900	C. P. Shops	13	1881	0-6-2T	Sparks Shops	Scr. 1-15-36
578	1031	Schen.	2648	1888	0-6-0T	Los Ang. Gen. Shops	
							Scr. 10-9-39
619	1020	Rhode Is	1997	1888	0-6-0T	Roseville Shops	Scr. 8-16-48
620	1041	Schen.	4133	1893	0-6-0T	El Paso Shops	Scr. 5-18-53
966	2nd 1010	Schen.	44420	1907	0-6-0T	Bayshore Shops	

Note A: SPMW #219 was retired 11-1919 and shipped to Sacramento Shops. It proved too small for use there, and was stored in the old Paint Shop by order of Geo. McCormick, then Supt. of M. P. In 1939 it was repaired and used at the opening of the Los Angeles Union Passenger Terminal, after which it was again stored at Sacramento. In 1948 it was presented to the Pacific Coast Chapter of the R&LHS, and in 1954 was presented by them to Traveltown, a transportation museum in Griffith Park, Los Angeles.

Note B: From 9-1915 until 3-1916, the existing shop switchers were first renumbered into the Maintenance of Way Dept. Temporary numbers were assigned as viz: Sac. #1 to #1128, Dunsmuir #2 to #1129; Bak. #4 to #2442; LA #5 to #2443; Tucson #6 to #2444; Oakland #7 to #1130; LA #9 to #2445; Engine 1901 to #1131 and Engine 1502 to #3485.

NARROW GAUGE—3 feet

Operating on road originally known as Carson & Colorado, later Nevada & Calif.

Existing engines carry S. P. initials

4-4-0 41—14x18—48000—32000—125—8517

1	C&C 1	Baldwin	5285	1880	Sold to Eureka & Palisade 1st #8—1905
2	2	Baldwin	5430	1881	Scr. 7-31-1907
3	3	Baldwin	5428	1881	Scr. 9-23-1908

4-4-0 41—14x18—48000—32000—140—9540 Eng. Nos. 5 & 7 rebuilt with 43 in. dr., 9760 TE

4	C&C 4	Baldwin	5782	1881	Sold to N. C. N. G. #7 6-6-29 Scr. 1-1937
5	5	Baldwin	6089	1882	Scr. 1-20-1932
6	6	Baldwin	6090	1882	Scr. 7-31-1907
7	7	Baldwin	6687	1883	Scr. 1-20-1932
8	8	Baldwin	6689	1883	Scr. 2-10-1932 (Retired 1928)

4-4-0 48—15x18—52000—33000—140—10040

9	SPC 16	Baldwin	7604	1885	Scr. 2-10-1911
10	17	Baldwin	7605	1885	Scr. 4-20-1933

2-6-0 48—14x18—49900—42000—130—8120 Reblt. to 4-6-0 at Sparks shops 1-19-24
New dimen.

45—14x18—73600—57000—140—9330

11	SPC 11	Baldwin	5649	1881	Scr. 7-6-1934
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2-6-0 44—14x18—49900—42000—140—9540 Reblt. to 4-6-0, Sparks shops 12-31-21
New dimen.
45—14½x18—73600—57000—140—10010

12 SPC 12 Baldwin 5650 1881 Scr. 6-30-1934

2-8-0 36—15x18—57100—51400—130—12430

13 SPC 13 Baldwin 6157 1882 Sold to L. T. Ry. & T. Co. #13 8-31-15 Scr. 11-1927

4-6-0 51—16x20—83900—68200—145—12370

14 SPC 18 Baldwin 7939 1887 Retired to Sta. Boiler Serv. 12-1-45 Scr. 10-18-51

15 22 Baldwin 9929 1889 Scr. 12-21-1935

16 19 Baldwin 7941 1886 Scr. 12-27-1935

17 21 Baldwin 8487 1887 Retired to Sta. Boiler Serv. 12-1-45 Scr. 4-10-52

4-4-0 44—12x18—45500—29300—130—6510

2nd 6 SPC 6 Baldwin 4223 1877 See Note below.

Note: Engine 2nd 6 operated on the San Bernardino & Redlands branch of the S. P., 1906 to 2-1917. Vacated and brought to Los Angeles. Moved to Salt Lake Divn. and restored to service at Mina, Nev. 11-1-1917. Vacated again 11-30-21 at Sparks. Scrapped there 5-24-1926.

Locomotives of the Nevada-California-Oregon taken over in 1928

2-8-0 40—17x20—94000—84000—180—22110

1 NCO 14 Baldwin 41300 1914 Sold to N. C. N. G. #9 12-31-33 To USN #17, Pearl Harbor 1942

4-4-0 42—12x18— —41600—130—6820

3 NCO 3 Baldwin 8791 1887 See Note

4-6-0 44—15x18—72690—54000—160—12500

4 NCO 4 NCO 1st 6 Baldwin 17124 1899 See Note

5 5 Baldwin 17123 1899 See Note

6 6 NCO 1st 8 Baldwin 22020 1903 See Note

7 7 Baldwin 22012 1903 See Note

Note: NCO engines 3 to 7 inclusive were moved to Sparks, Nev. in 1928, relettered Southern Pacific Lines. There is no evidence to show that these engines were ever used on the S. P. narrow gauge, and they were all scrapped in June 1934.

4-6-0 44—16x20—87150—70750—180—17800 except Eng. 8 weighed 81000—62000

8 NCO 8 Baldwin 31445 1907 Donated to State of Nevada for museum at Carson City 5-9-55

9 9 Baldwin 34035 1909

18 18 Baldwin 37395 1911 Donated to Inyo Co., Calif. (Eastern Cal. Museum Assn.) Independence, Calif. 5-13-1955. Delivered 7-19-1955

4-6-0 45—16x20—89400—71000—180—17400

22 NCO 22 F&CC 22 Schen. 5399 1899 Retired to Sta. Boiler Serv. 1942.

Scr. 3-28-49

Locomotives of the Nevada-California-Oregon which were not taken over by the S. P.

1 4-4-0 42-12x18-41600 Baldwin 7527 1884 Scr. prior 1928

2 4-4-0 42-12x18-41600 Baldwin 7528 1884 Scr. prior 1928

4 2-8-0 38-16x20-82080 Baldwin 9519 1888 Sold to Sumpter Valley #3 prior 1907

10 4-6-0 44-16x20-87150 Baldwin 34528 1910 Sold to Pac. Coast Ry. #110 5-1928

11 4-6-0 44-16x20-87150 Baldwin 37398 1911 Sold to Pac. Coast Ry. #111 5-1928

23 4-6-0 42-16x20-87400 Schen. 5420 1900 Scr. prior 1928—Note

No. 23 was ex Florence & Cripple Creek #23.

Locomotives of the South Pacific Coast RR, 3 ft. Ga., acquired by the S. P. in 1906

1	4-4-0	Baldwin	3715	1875	42-10x16-35000	Sold prior 11-1894—Blt. as SJ&N #1
2	4-4-0	Baldwin	3970	1876	42-12x16-44300	Scr. 11-2-1902
3	4-4-0	Baldwin	3971	1876	42-12x16-44300	Sold to Colusa & Lake #4 2-11-10
4	4-4-0	Baldwin	4214	1877	43-12x18-45500	Scr. 2-2-1901
5	4-4-0	Baldwin	4222	1877	43-12x18-45500	Sold to L. T. Ry. & T. Co. #5 10-15-06
6	4-4-0	Baldwin	4223	1877	43-12x18-45500	Renumb. SP 2nd 6—1906
7	4-4-0	Baldwin	4224	1877	43-12x18-45500	Reblt. & Renumb. SPC #26 1-1905
8	4-4-0	Baldwin	4225	1877	43-12x18-45500	Scr. 6-8-1898
9	4-4-0	Baldwin	4956	1880	43-14x18-50400	Sold to I. R. & N. Co. #5 7-18-08
10	4-4-0	Baldwin	4960	1880	43-14x18-50400	Sold to Northwn. Pac. #10 12-9-07 (NWP 87)
11	2-6-0	Baldwin	5649	1881	44-14x18-49900	Renumb. SP #11—7-11-1906
12	2-6-0	Baldwin	5650	1881	44-14x18-49900	Renumb. SP #12—7-9-1906
13	2-8-0	Baldwin	6157	1882	36-15x18-57100	Renumb. SP #13—10-27-1906
14	4-4-0	Baldwin	7249	1884	50-14x18-51700	Sold to Northwn. Pac. #17 7-14-07 (NWP 85-93)
15	4-4-0	Baldwin	7236	1884	50-14x18-51700	Sold to Northwn. Pac. #19 7-29-07 (NWP 86)
16	4-4-0	Baldwin	7604	1885	48-15x18-52000	Renumb. SP #9—8-2-1906
17	4-4-0	Baldwin	7605	1885	48-15x18-52000	Renumb. SP #10—8-2-1906
18	4-6-0	Baldwin	7939	1886	48-16x20-74000	Renumb. SP #14—7-1-1906
19	4-6-0	Baldwin	7941	1886	48-16x20-74000	Renumb. SP #16—8-1-1907
20	4-6-0	Baldwin	8486	1887	48-16x20-74000	Sold to Northwn. Pac. #21 1-2-08 (NWP 144-94)
21	4-6-0	Baldwin	8487	1887	48-16x20-74000	Renumb. SP #17—10-1-1907
22	4-6-0	Baldwin	9929	1889	48-16x20-74000	Renumb. SP #15—7-1-1906
23	4-6-0	Baldwin	11925	1891	48-16x20-74000	Sold to I. R. & N. Co. #6 2-5-07
24	2-6-0	New York	21	1883	48-16x20-65600	Scr. 1-1902 See Note A
25	2-6-0	New York	22	1883	48-16x20-65600	Sold 8-1-1907 See Note B
26	4-4-0	Baldwin	4224	1877	48-12x18-45600	Sold to I. R. & N. Co. #3 2-2-07 Ex SPC #7

Note A: Engines 24 and 25 were built for the Cincinnati Northern as their Nos. 8 and 9. They were renumbered CN Nos. 48 and 49, sold to the Portland & Willamette Valley No. 2 and 3, and by them to the SPC 4-1897.

Note B: Engine 25 was sold to Atlantic Equip. Co. for Mitchell Min. Co. of Mexico 8-1-07. Lettered "La Dicha & Pacific #1," engine was stored until 1910 when it was sold to the Nevada County Narrow Gauge as their #6. It was scrapped in 1935.

3 ft. ga. Locomotives of the San Joaquin & Sierra Nevada RR taken over by the S. P.

SP 1023	SJ&SN	1	2-4-2T	Baldwin	6035	1882	30- 8x12-12000	No record of disposal
SP 1024		2	2-6-0	Porter	504	1882	40-12x18-38000	Scr. 7-11-1907
SP 1st 1025		3	0-4-4	Porter	510	1882	48-12x18-42000	Scr. prior 1901
SP 1026			4-4-0	Baldwin	5748	1881	44-12x18-43300	Note A
SP 2nd 1025			2-6-0	Pitts.	430	1880	38-12x16-37500	Note B

Note A: Engine 1026 was originally Oregonian RR #8. It was sold by the S. P. to C. D. Bunker 8-8-1906.

Note B: Engine 2nd 1025 was ex Oregonian RR #4. It was sold to McKenzie Shipyard Oakland, for use as a hoisting engine 9-29-1906.

3 ft. ga. locomotives of the Oregonian R. R., which was taken over by the S. P.

Or. 1	P&Y 1	2-4-0	W. H. Bailey	259	1878	31-7½x14-21200	Named "Pioneer." Disp. unknown
Or. 2	P&Y 2	2-4-0	W. H. Bailey	260	1878	31-7½x14-21200	Named "Progress." Disp. unknown
Or. 3	No record						
Or. 4	2-6-0	Pittsburg		430	1880	38-12x16-37500	Sold to SP 2nd 1025 12-28-08
Or. 5-1	2-6-0	Porter		374	1880	35½-12x16-36000	Disposal unknown

Ore. 6-2	2-6-0	Porter	375	1880	35½-12x16-36000	Sold to Sierra Valleys #2 1-26-95
Ore. 7-3	2-6-0	Porter	376	1880	35½-12x16-36000	Sold to Sierra Valleys #3 1-26-95
Ore. 8	4-4-0	Baldwin	5748	1881	44-12x18-43300	Sold to SP 1026 12-28-03

Note: Engines 5, 6 and 7 were numbered 1, 2 and 3 at the factory, but were renumbered upon arrival on the road. Engine 8 was named "C. N. Scott."

3 ft. ga. Locomotives of the Portland & Willamette Valley

P&WV 1	UP 23	U&N 19	Baldwin	5121	1880	2-6-0	40-12x18-39000	Sold to I. R. & N. Co. #4 4-06
P&WV 2	CN 48-8		New York	21	1883	2-6-0	48-16x20-65600	Sold to SPC #24 4-1897
P&WV 3	CN 49-9		New York	22	1883	2-6-0	48-16x20-65600	Sold to SPC #25 4-1897

3 ft. ga. locomotives of the San Bernardino & Redlands

SP 1	SB&R 1	SB&R 2	0-4-2	Baldwin	9746	1889	35-10x14-40000	Scr. 9-16-1916
SP 2	2	1	0-4-4	Ricks & Firth	2	1887	35-10x14-32650	Scr. 5-1911

Note:

Note: Engine No. 2 was burned in a fire in 1890 and rebuilt. Both engines were renumbered at that time.

3 ft. ga. locomotives of the Monterey & Salinas Valley

M&SV 1	"C. S. Abbott"	2-6-0	Baldwin	3625	1874	40-12x16-	Sold to Nev. Cent. #3 11-1879
M&SV 2	"Monterey"	4-4-0	Baldwin	3682	1874	47-13x18-44400	Sold to Nev. Cent. #4 11-1879

Locomotives of shortlines taken over by the Southern Pacific

All Standard Gauge

Oregon Pacific (1882-1895)

Oregon Central & Eastern (1896-1897)

Corvallis & Eastern (1897-1915)

1	4-4-0	Cooke	1342	1882	To C&E No. 2- SP 1301
2	4-4-0	Rogers	3411	1883	To Astoria & Columbia River #7-SP&S #54
3	4-4-0	Rogers	3410	1883	To Astoria & Columbia River #6-SP&S #53
4	4-4-0	Rogers	3445	1883	To C&E No. 1- SP 1300
5	2-4-0	Cooke	1718	1886	To Rogue River Valley #5 - 1891
6	4-4-0	Cooke	1719	1886	To C&E No. 6 Scrapped by SP 3-2-1917
7	4-4-0	Cooke	1720	1886	Sold to Oregon & Eureka #10 - 1898
8	4-4-0	Cooke	1722	1886	To C&E No. 4- SP 1302
9	4-4-0	Cooke	1723	1886	Sold to Tacoma Eastern #4 - 1900
10	4-4-0	Cooke	1724	1886	To C&E No. 7 Scrapped by SP 1-24-1917
11	4-4-0	Cooke	1725	1886	Sold to Yreka RR #2 - 1898
12	4-4-0	Cooke	1728	1886	Sold to O&SE #4 8-1902 To J. H. Chambers Lbr. Co. #12
13	4-4-0	Cooke	1729	1886	To C&E No. 5 Became SP Sta. Boiler #325 Scr. 9-2-18
14	4-4-0	Cooke	1730	1886	To C&E No. 3 Scrapped by SP 1-24-1917
15	4-4-0	Cooke	1731	1886	Sold to Astoria & Columbia River #4-SP&S #52

Butte County R. R., earlier Chico & Northern RR

1	2-8-0	Baldwin	20192	1902	50-20x28-180000	Ex Col. Sou. #3, Acq. 1903 To SP 2503 11-9-16
2	4-4-0	Baldwin	9711	1888	61-18x24-96000	Ex EJ&E #21, Acq. 1903 To SP 1304 3-1916
3	4-4-0	Baldwin		1887	59-18x26-102000	Origin unknown Scr. by SP 6-12-16
4	2-8-0	Schen.	29704	1904	51-22x26-170000	To SP 2502 3-9-16

California & Northeastern

1	4-4-0	Portland	1881	60-17x24-70000	Ex Nor. Pac. ?	Sold to Amador Cent. #1 6-11-09
2		No locomotive				
3	2-8-0	Baldwin	11478	1891 51-20x24-116800	Ex CNE 33-CNE&W 33	To SP #2500

California Pacific locomotives not taken over by the S. P.

1st 5	4-4-0	Wm. Mason	250	1067 54-16x22-60500	Destroyed in wreck—parts used by C. P. for CP 2nd 121. See SP 121
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Coos Bay, Roseburg & Eastern RR & Nav. Co.

1	4-4-0	Cuyahoga	1876	63-18x20-53400	Scr. by SP 4-5-1917	Acq. 8-1893
2	4-4-0	Cuyahoga	1872	69-16x24-68300	Scr. by SP 3-2-1917	Acq. 8-1893
3	4-4-0	Baldwin	4054	1877 63-17x24-78700	Ex CNO&TP 528-505-CS 5	Acq. 6-1901 To SP 1303

4 and 5. See SP 2090 and 2074.

Northern Ry. locomotives not taken over by the S. P.

1019	4-4-0	Rogers	1606	1868 56-15x22-60250	Ex S&P 3rd 1-CP 110	Sold Ore. RR #10 11-8-90
1021	4-4-0	Rogers	1594	1868 56-15x22-60250	Ex S&P 3-CP 104	Sold Ore. RR #11 11-8-90

Pacific Railroad & Nav. Co.

1	4-4-0	Baldwin	5310	1880 63-17x24-77100	Ex NP 839-33	Acq. 12-1905	Scr. 11-14-16
2	4-4-0	Baldwin	2895	1872 63-16x24-67250	Ex SP 1507-1252-O&C 16	Scr. 1916	
3	2-6-0	Baldwin	6824	1883 57-17x24-84800	Ex SP 1605-1517-O&C 33	Renumb. SP 1605	8-16

Portland, Eugene & Eastern

1	Shay	Lima	884	1904 29½-10x12-92700	Sold to L. R. Fields, Port. Ore.	11-25-15	
2	Heisler		1910	42 -15x12-72000	Sold to L. R. Fields, Port. Ore.	11-25-15	Note A
3	4-4-0	Baldwin	2697	1871 63 -15x22-60060	Ex Sheridan & Willamina #6. See SP 1503	Scr. 11-20-1913	Note A

100	Elect.	BLW-West.	38086	1912	Ex SP 200.	To SP 100 12-3-1916
101	Elect.	BLW-West.	38154	1912	Ex SP 201.	To SP 101 12-3-1916
102	Elect.	BLW-West.	38298	1912	Ex SP 202.	To SP 102 12-3-1916
0800	Elect.	Unknown			Sold to Salem St. Ry. MW #3903	9-11-1915

Note A: Engines 1 and 2 were acquired from the Corvallis & Alsea River, same road nos. No. 1 was built for the Eagle Lbr. Co. but was diverted to the Benson Logging & Lbr. Co., Westimber, Ore. #884. To Corvallis & Alsea River #1; To PE&E #1; to S. P. Co.; to L. R. Fields; to C. H. Wheeler Lbr. Co., Cochran, Ore. 1916

California Central, Sacramento Valley and Sacramento & Placerville locomotives not taken over by the S. P.

Calif Cent	1	4-4-0	R. Norris	1858	Named "Harry Wilson."	To CP #93 - 1868
	2	4-4-0	R. Norris	1861	Named "Lincoln"	Disposal date unknown
	3	4-4-0	R. Norris	1861	Named "Garibaldi"	Disposal date unknown
	4	4-4-0	R. Norris	1861	Named "Sam Brannon"	disposal date unknown
	5	4-4-0	R. Norris	1861	Named "G. F. Bragg"	disposal date unknown
SV 1st 1		4-4-0	Hinkley	554 1854	Named "Sacramento"	Used as hoisting eng. by CP
SV 2nd 1, 1st 4		4-4-0	Globe	1849	Named "Elephant," "C. K. Garrison" and "Pioneer"	Bought 2nd hand in 1854. Scr. by CP in 1886
SV 1st 3		4-4-0	New Jersey	1855	Named "L. L. Robinson."	Blew up at Folsom

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P 1211

1901
P 1303

R #10
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1-8-90

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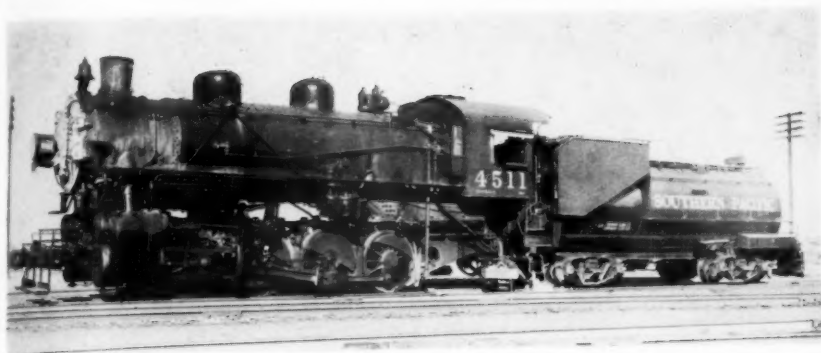
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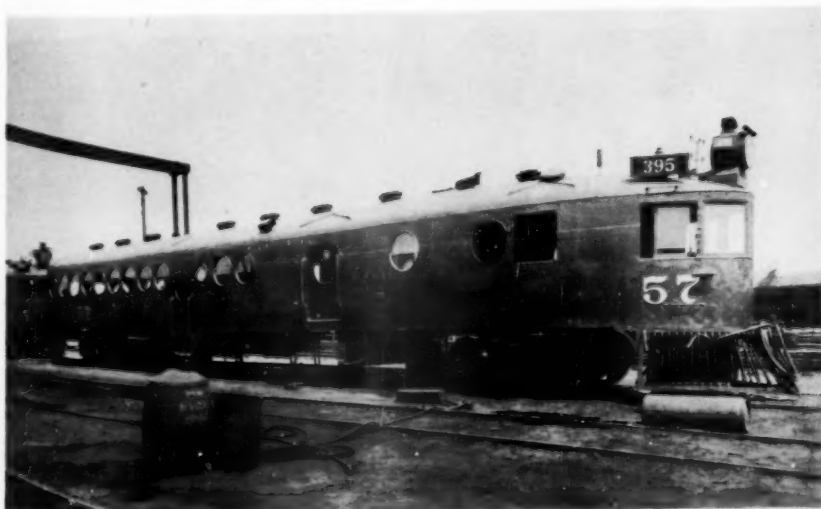
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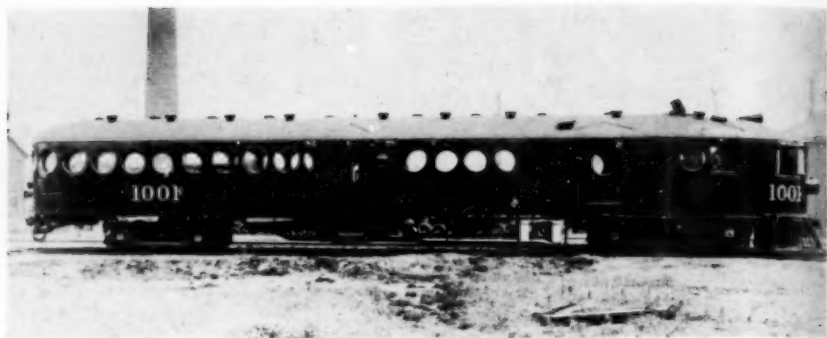
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S. P. 4511 Ex T&NO 851 SE-3 Originally 176 S. P., Houston Shops 1930



S. P. 57, McKeen 1911



M. L. & T 1001. McKeen 1908



S. P. 4601, DF-301, E.M.D. 1951
Equipped with overhead trolley and dual cab controls for operation on the Pacific Electric
through the streets of Hollywood

Salem, Falls City & Western

1 440	O&SE 1 OR&N 32 UP 361 OR&N 32	Baldwin 6019 1881	Leased from O&SE—Returned
2 46-0	OR&N—number unknown	Taunton 1885	Scr. by SP 1-24-1917
3 26-0	O&SE 3 OR&N 18 UP 1378 O&RN 40 V&T 16	Cooke 883 1873	Leased from O&SE—Returned
4 Shay		Lima 1807 1906	Sold 1917 See Note A
5 Shay		Lima 1939 1907	Sold 1917 See Note A
6 26-0	SP 1602-1514 O&C 30 OR&N 50	Baldwin 6217 1882	Scr. 11-26-1913
7 26-0	1600-1512 20 WO 8	Baldwin 5029 1880	To OP&E #7 5-16-16
8 28-0	R&S 8	Lima 1008 1906	To S.P. #2501 2-9-16
1 Motor		McKeen 56 1909	To S. P. #67 2-9-16

Note A: Engine 4 was sold to the Spaulding Logg. Co., Black Rock, Ore; to Mary River Logg. Co., of Philmath, Ore; to Spaulding Logg. Co., Olson, Ore.

San Francisco & San Jose locomotives not taken over by the S. P.

1 44-0	R. Norris 1009 1862 57-13x22-34000	Sold to SF&NP #1. Later NWP #4
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Santa Ana & Newport Beach

1 04-0	Rhode Is. ? 35 -10x16-28000	Ex L. A. County #1—Ostrich Farm Ry. #1
		Sold to Eagle Salt Wks. 9-24-03
2 24-2	Baldwin 8681 1887 36 -13x22-53000	Ex L. A. County #2
		Sold to Liverpool Salt Wks. 2-1903
4 44-0	Baldwin 8948 1887 50½-14x24-65000	Ex L. A. County #4. To SP 1202 1-1902

Southern California Motor Road

5 04-2	Baldwin 9150 1887 35-10x14-30000	To SP 5. To S. P. Eng. Dept. 5-23-05
10 04-2	Baldwin 9343 1888 35-10x14-30000	To SP 10. To S. P. Eng. Dept. 6-9-05
15 24-2	Baldwin 9743 1889 41-12x18-40000	To SP 15. Sold to Ind. & Mon. 4-19-05
20 04-2	Baldwin 1882 36-12x16-40400	To LA Shops #5 4-1-05—See SPMW 219
21 04-2	Baldwin 1882 36-12x16-40400	To Tuc. Shops #6 4-1-05—See SPMW 220
22 04-2	Baldwin 1882 38-12x16-36480	To Oak. Shops #7 4-1-05—See SPMW 1st 570

Note: Engines 20, 21 and 22 came to the SCMR after it was acquired by the S. P. The S. P. brought these engines from San Francisco in 1900, but at what location they were used in that area is unknown.

Vaca Valley & Clear Lake

1 22-0	Vulcan Iron Wks. S. F. 5-1867	Built for Napa Valley RR "Calistoga." Sold to Vaca Valley #1 "Vacaville." Sold to C. P. R. R. in 1888 to the Union Coal Co.
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Visalia Railroad

2 04-4	Baldwin 4102 1877	Taken over by the S. P. and used as a roundhouse switcher at Fresno, Calif. 1898 to 1903. Scr. 1903.
3 04-4	Baldwin 8251 1886	Named "Goshen." Sold in 1898

Locomotives of the El Paso & Southwestern

Numbering system used between 1913 and 1924

Information on locomotives which reached the S. P. is abbreviated

1 44-0	Breeze-Kneeland 73 1857 64-15x22-52000.	Built as Milwaukee & Prairie du Chien RR #40; to CM&StP #111; to A&SE #1 (7-1889). Permanent exhibit—El Paso 8-8-09
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2	2-4-2	Baldwin	13361	1893	44-14x24-72130.	Built for 1893 Chicago Worlds Fair Exhibit of the BLW; sold to N. M. Ry. & Coal Co. #6 12-1893; to A&SM 102; to EP&SW 202-402. Sold to F. C. Nacozari #25 10-1906; to United Sugar Co. 10-1921; to F. G. Nacozari #25-1926; Scrapped 2-1-1935 at El Paso.
3	0-6-0	To SP #1001				
4	0-8-0	To SP #1300				
5	0-6-0	To SP #1002				
6-9	0-6-0	Sold to SA&AP 8-23-1923. See T&NO 2nd 26-29				
10-21	0-6-0	To SP #1003-1014				
30	0-6-0	Baldwin	18760	1901	51-16x24-72000	Ex A&NM 16 Sold to Calif. Wn. RR&N Co. #41 11-1-22
31	0-6-0	Baldwin	32217	1907	51-20x24-124000	Ex A&NM 28 Sold to Sou. Iron & Eq. Co. #1807 2-19-23; to Alabama Co. #18 2-28-23; to Sloss-Sheffield Steel & Iron Co. #18.
97-98	4-4-0	To SP #1415-16				
99	Shay	Lima	1893	1907	46-17x18-213700	Ex N&W 56 Sold to Red River Lbr. Co. 2-17-20
100	Shay	Lima	673	1902	40-15x17-	Ex EP&NE 105 Sold to Mex. Cent. 7-13-05
101	4-4-0	Bldr. & Date unknown			62-17x26-104300	Ex EP&SW 15 Acq. 8-1902. Sold to Cia. del Tlahualilo 12-1915
102	4-4-0	Baldwin	8406	1887	62-17x26-102000	Ex EP&SW 16—UP 739 Acq. 8-1902 Scrapped 6-1914. Boiler to Sta. #614
103	2-6-0	Baldwin	9690	1889	55-16x24-73500	Ex EP&SW 2—A&SE 2 Scr. 7-1920
104	2-6-0	Cooke	1443	1883	58-19x24-125600	Ex EP&SW 102—EP&NE 325—DL&W 325—Buffalo Divn. 64. Acq. 1-1903 Scrapped 6-1909
105	4-6-0	Baldwin	15320	1897	53-16x24-88000	Ex EP&SW 4—A&SE 4 Sold to Nacozari Ry. #4 7-23-07
106	4-6-0	Baldwin	2237	1870	51-17x22-80000	Ex EP&SW 5—GR&I 50—PRR 846-1119. Acq. from J. T. Gardner Co. Chi. 1-1897. Sold to Block-Pollock Iron Co., 4-18-07
107	4-6-0	Taunton		1881	57-18x24-90500	Ex EP&SW 11—UP ? Scr. 1909
108	4-6-0	Taunton		1881	57-18x24-90500	Ex EP&SW 12—UP ? Sold to Johnson, Dragoon & Nor. #2 10-3-09. Scrapped 9-16-1916
109	4-6-0	Baldwin	15726	1898	63-19x26-137100	Ex EP&SW 122—EP&NE 1—NMC&I 1 Sold 1-1921
110	4-6-0	Baldwin	15727	1898	63-19x26-137100	Ex EP&SW 123—EP&NE 2—NMC&I 2 Sold 1-1921
111	4-6-0	Baldwin	15728	1898	63-19x26-137100	Ex EP&SW 124—EP&NE 3—NMC&I 3 Sold 10-1920
Engines 109-111 sold to United Comm'l. Co.; by them to NdeM Nos. 109-A to 111-A.						
112-116	4-6-0	To SP 2100-2104				
117	4-6-0	Baldwin	20162	1902	63-20x26-149950	Ex EP&NE 7 Blew up 6-21-13; scr. 2-1914
118	4-6-0	Baldwin	19475	1901	63-20x26-149950	Ex EP&NE 4 Sold to Johnstown Slag Co. #1. Johnstown, Pa. 3-19-1920
119	4-6-0	Baldwin	19476	1901	63-20x26-149950	Ex EP&NE 5 Sold to United Verde Min. Ext. Co. #2 10-17-17
120	4-6-0	Baldwin	19477	1901	63-20x26-149950	Ex EP&NE 6 Sold to New Mex. Mid. #2 4-6-20
121-124	No locomotives in 1913 system of numbering					
125-126	4-6-0	To SP 2105-2106				
127	No locomotive					
128	4-6-0	Baldwin	20567	1902	55-20x26-146300	Ex EP&SW 17—CCCCo. 16 Sold to CRY&P #16—12-03
129	No locomotive					

Exhibit
EP&SW
to F. G.

130	2-6-0	Baldwin	31889	1907	59-21x26-151500	Ex A&NM 26 Sold to Magma-Ariz. #6 12-18-22
131	2-6-0	Cooke	1246	1882	57-19x24-125600	Ex EP&NE 327—DL&W 327—Buff. Divn. 66
132	2-6-0	Dickson	304	1881	57-18x24-110000	Ex EP&NE 277—DL&W 277—Buff. Divn. 16
133	2-6-0	Cooke	1256	1882	57-18x24-110000	Ex EP&NE 279—DL&W 279-301— Buff. D. 39

lif. Wn.

Nos. 131-133 are listed above for record purposes only. They were retired 5-25-05 and the boilers of Nos. 132 and 133 became stationery boilers Nos. 178 and 179.

Iron &
Alabama
Sheffield

134-139 2-6-2 To SP 1900-1905
140-149 4-6-2 To SP 3100-3109

*Sold to U.
Comm. Co.*

ver Lbr.

150	4-6-2	Baldwin	22593	1903	63-22x26-224000	Ex EP&SW 40
151	4-6-2	Baldwin	22622	1903	63-22x26-224000	Ex EP&SW 41
152	4-6-2	Baldwin	23577	1904	63-22x26-224000	Ex EP&SW 42
153	4-6-2	Baldwin	23609	1904	63-22x26-224000	Ex EP&SW 43
154	4-6-2	Baldwin	23769	1904	63-22x26-224000	Ex EP&SW 44
155	4-6-2	Baldwin	23789	1904	63-22x26-224000	Ex EP&SW 45

x. Cent.

Sold to

Engines 150, 154 and 155 became NdeM 130A-132A resp.—later NdeM 2508-2510.
Engine 151 became Kirby Lbr. Co. #90.

8-1902

156-159 No locomotives
170-175 No locomotives
160-169 4-6-2 To SP 3120-3129
176 2-8-0 To SP 2509

DL&W

177	2-8-0	Baldwin	14000	1894	Ex EP&SW 3-A&SE 3. Vauclain comp. Scr. 9-1913
178	2-8-0	Altoona	419	1879	Ex EP&SW 58 FCNac. 100 EP&SW 10 PRR 519

Sold to

179	2-8-0	Baldwin	3852	1876	Ex EP&SW 59 FCNac. 101 EP&SW 14 PRR 3013-NCR 13-PRR 224 Sold to Arizona & Swansea RR #2 12-1909
180	2-8-0	Schen.	3743	1892	Ex EP&NE 51-D&IR 56 Scrapped 4-1913

R 846-

er Co.

Pollock

181-184	2-8-0	To SP 2505-2508			
185	2-8-0	Baldwin	16494	1899	46-21x24-140600 Ex EP&NE 103 A&SM 103 Sold to Cloudcroft Land & Lbr. Co. #1 4-12-1924

09

John-

10-3-09.

186 2-8-0 To SP 2504

*Sold to Am. Sm.
& Ref. Co.*

MCoi

187	2-8-0	Baldwin	18993	1901	Ex EP&SW 256-EP&NE 56
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MCoi

188	2-8-0	Baldwin	19094	1901	Ex EP&SW 257-EP&NE 60
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MCoi

189	2-8-0	Baldwin	19095	1901	Ex EP&SW 258-EP&NE 61
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MCoi

190	2-8-0	Baldwin	19042	1901	Ex EP&SW 259-EP&NE 58
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MCoi

191	2-8-0	Baldwin	19395	1901	Ex EP&SW 260-EP&NE 65
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A.

192	2-8-0	Baldwin	19396	1901	Ex EP&SW 261-EP&NE 66
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3; sc.

193	2-8-0	Baldwin	19397	1901	Ex EP&SW 262-EP&NE 67
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m Slag

194	2-8-0	Baldwin	20074	1902	Ex EP&SW 263-EP&NE 70
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1920

195	2-8-0	Baldwin	18994	1901	Ex EP&SW 264-EP&NE 57
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Verde

196	2-8-0	Baldwin	19392	1901	Ex EP&SW 265-EP&NE 62
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197	2-8-0	Baldwin	20072	1902	Ex EP&SW 266-EP&NE 68
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198	2-8-0	Baldwin	20075	1902	Ex EP&SW 267-EP&NE 71
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Sold to New Mex. Cent.
#11 2-8-19

*Sold to Am. Sm.
& Ref. Co.*

Mid.

199	2-8-0	Baldwin	20108	1902	Ex EP&SW 268-EP&NE 75
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200	2-8-0	Baldwin	19043	1901	Ex EP&SW 269-EP&NE 59
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201	2-8-0	Baldwin	19393	1901	Ex EP&SW 270-EP&NE 63
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202	2-8-0	Baldwin	19394	1901	Ex EP&SW 271-EP&NE 64
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203	2-8-0	Baldwin	20073	1902	Ex EP&SW 272-EP&NE 69
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204	2-8-0	Baldwin	20076	1902	Ex EP&SW 273-EP&NE 72
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205	2-8-0	Baldwin	20077	1902	Ex EP&SW 274-EP&NE 73
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Sold to New Mex. Cent.
#10 1-10-19

Sold to Am. Sm.
& Ref. Co.

Ref. Co.
5-26-20
2-2-20

206	2-8-0	Baldwin	20107	1902	Ex	EP&SW	275-EP&NE	74	
207	2-8-0	Baldwin	20109	1902	Ex	EP&SW	276-EP&NE	76	
Note: Engines sold to the Amer. Smelt. & Ref. Co. worked on their Mexican lines, and most of them were absorbed into the NdeM numbering system. New Mex. Cent. Engines 10 and 11 became AT&SF Nos. 875-876. All were Vaclain compounds, 60-17/28-30 as built; simplified later. Engine 207 had a Vanderbilt boiler.									
208	No locomotive								
209-213	0-8-0	To SP 1301-1305							
214	2-8-0	Baldwin	21786	1903	Ex	EP&SW	55-21	Sold to F. C. Nacozari #55	11-19-13
215	2-8-0	Baldwin	21792	1903	Ex	EP&SW	55-21	Sold to F. C. Nacozari #56	7-31-17
216	0-8-0	To SP 1306							
217-218	2-8-0	To SP 2510-2511							
219-250	No locomotives								
251-275	2-8-0	To SP 3400-3424							
276	2-8-0	Baldwin	24623	1904	Ex	EP&SW	176-EP&NE	176	Sold to NdeM #276-A 6-23-21
277-278	2-8-0	To SP 3425-3426							
279	No locomotive								
280-309	2-8-0	To SP 3440-3469							
310-359	No locomotives								
360-362	2-10-0	To SA&AP 300-302 See SP 897-899							
363-387	2-8-2	To SP 3300-3324							
388-389	No locomotives								
390	2-8-2	Brooks	60400	1919		63-27x32-320000	Sold to G. N. #3204—1920		
391	2-8-2	Brooks	60401	1919		63-27x32-320000	Sold to G. N. #3205—1920		
392	2-8-2	Brooks	60402	1919		63-27x32-320000	Sold to G. N. #3206—1920		
393	2-8-2	Brooks	60403	1919		63-27x32-320000	Sold to G. N. #3207—1920		
394	2-8-2	Brooks	60404	1919		63-27x32-320000	Sold to G. N. #3208—1920		
395-409	No locomotives								
410-415	4-8-2	To SP 4385-4390							

**Locomotives of the Arizona subsidiaries which formed the Arizona Eastern
Maricopa & Phoenix—Gila Valley, Globe & Northern—Arizona & Colorado—Phoenix & Eastern**

M&P	35	CRY&P	4	0-6-0	Brooks	45080	1908	51-19x26-140000	Became AE #35 P. E. #1504
M&P	36	CRY&P	6	0-6-0	Brooks	45078	1908	51-19x26-140000	Became AE #36 SP 1295-217
GVG&N	37			0-6-0	Bald.	33851	1909	51-19x26-140000	Became AE #37 SP 1296
AE	38	CRY&P	5	0-6-0	Brooks	45079	1908	51-19x26-140000	Became SP 1297
AE	39			0-6-0	Bald.	46313	1917	51-19x26-140000	Became SP 1298
AE	40			0-6-0	Bald.	48942	1918	51-19x26-140000	Became SP 1299
M&P	75	GVG&N	3	4-4-0	Bald.	15810	1898	60-16x24-86000	Became AE #75 Scrapped
M&P	76	MP&SRV	5	4-4-0	Bald.	13907	1894	64-17x24-87000	Became AE #76 SPdeM 10
M&P	77			4-4-0	Schen.		1879	62-17x24-87000	No record of disposal
A&C	90			4-4-0	Unknown		1886	56-16x22-66000	Scr. 8-12-1909
GVG&N	170-1	SP	1400	4-4-0	Rogers	4078	1888	69-18x24-98700	Became AE 170 SP 1400
GVG&N	171	FCdeS	150	4-4-0	Bald.	8411	1887	62-18x26-105700	Became AE 171 SP 2nd 1500
GVG&N	173	SP	1439	4-4-0	Schen.	4806	1898	73-20x24-134000	Became AE 173 SP 1439
GVG&N	174	SP	1449	4-4-0	Cooke	2577	1900	73-20x24-134000	Became AE 174 SP 1449

Am. Sm.
ef. Co.
5-26-20
2-2-20
nes, and
gines 10
is built;

11-19-13
7-31-17

276-A
6-23-21

Eastern

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M&P	198	MP&SRV 3	4-6-0	Bald.	8538	1887	55-15x24-72250	Scr. 6-30-1910
M&P	199	MP&SRV 4	4-6-0	Bald.	8539	1887	55-15x24-72250	Scr. 6-20-1913
M&P	270	GVG&N 4	4-6-0	Bald.	15811	1898	56-18x24-104000	Became AE 270
P&E	293	SP 2049	4-6-0	Schen.	1315	1881	57-18x24-89100	SPdeM 215
P&E	294	SP 2054	4-6-0	Schen.	1323	1881	57-18x24-115300	Became SPdeM 209
P&E	295	GVG&N 8 SP	1626					Became SPdeM 214
GVG&N	365-10	SP 2270	4-6-0	Cooke	1350	1881	57-18x24-89100	Became SPdeM 210
			4-6-0	Cooke	2303	1895	63-20x26-142350	Became AE 365
GVG&N	366-11	SP 2243	4-6-0	Cooke	2295	1895	63-20x26-142350	SPdeM 301
								Became AE 366
GVG&N	367	CRY&P 16	EP&SW	128-17	CCCCo.	16		SPdeM 302
			4-6-0	Bald.	20567	1902	55-20x26-146300	Became AE 367
GVG&N	370	HE&WT 684	SP 2213					SPdeM 367
			4-6-0	Schen.	3551	1891	69-20x24-129700	Became AE 370
								SPdeM 370
GVG&N	428-2nd 3	SP 2804	4-8-0	Schen.	2665	1889	51-20x26-144100	Scr. as AE 428
GVG&N	429-2nd 4	SP 2805	4-8-0	Schen.	2666	1889	51-20x26-144100	Scr. as AE 429
GVG&N	430-5	SP 2802	4-8-0	Schen.	2663	1889	51-20x26-144100	Scr. as AE 430
M&P	560	SP 1671	2-6-0	Cooke	2554	1900	63-20x28-157900	Became AE 560
								SP 1671
M&P	561	SP 1635	2-6-0	Cooke	2605	1901	63-20x28-157900	Became AE 561
								SPdeM 561
GVG&N	565-14	SP 1672	2-6-0	Cooke	2555	1900	63-20x28-157900	Became AE 565
								SP 2nd 1697
GVG&N	566-15	SP 1624	2-6-0	Cooke	2441	1899	63-20x28-157900	Became AE 566
								SP 1624
CRY&P	509		2-6-0	Brooks	45014	1908	63-21x28-177500	Became AE 567
								SP 1828
CRY&P	510		2-6-0	Brooks	45015	1908	63-21x28-177500	Became AE 568
								SP 1829
CRY&P	513		2-6-0	Brooks	45018	1908	63-21x28-177500	Became AE 569
								SP 1830
CRY&P	516		2-6-0	Bald.	33823	1909	63-21x28-180400	Became AE 570
								SP 1831
CRY&P	524		2-6-0	Bald.	33878	1909	63-22x28-180440	Became AE 571
								SP 1832
CRY&P	527		2-6-0	Bald.	33915	1909	63-22x28-180440	Became AE 572
								SP 1833
CRY&P	528		2-6-0	Bald.	33916	1909	63-22x28-189000	Became AE 573
								SP 1834
CRY&P	529		2-6-0	Bald.	33917	1909	63-22x28-189000	Became AE 574
								SP 1835
GH&SA	433-973		2-6-0	Cooke	2601	1900	63-20x28-146000	Became AE 575
								SP 2nd 1713
CRY&P	520		2-6-0	Bald.	33834	1909	63-21x28-179000	Became AE 576
								SP 1836
A&C	577	SP 1622	2-6-0	Cooke	2439	1899	63-20x28-146000	Became AE 577
								SP 2nd 1660
P&E	585	SP 1643	2-6-0	Cooke	2613	1901	63-20x28-157900	Became AE 585
								SP 1643
GVG&N	668	CRY&P 605	2-8-0	Brooks	44973	1908	57-22x30-225600	Became AE 668
								SP 2860
GVG&N	669	SP 2837	2-8-0	Bald.	36270	1911	57-22x30-225600	Became AE 669
								SP 2837
GVG&N	670	SP 2838	2-8-0	Bald.	36271	1911	57-22x30-225600	Became AE 670
								SP 2838

GVG&N 671 CRY&P 600	2-8-0	Brooks	44968	1908	57-22x30-225600	Became AE 671 SP 2858
GVG&N 672 CRY&P 601	2-8-0	Brooks	44969	1908	57-22x30-225600	Became AE 672 SP 2859
AE 701	4-6-2	Lima	5424	1917	73-25x28-276000	Became SP 2476
AE 702	4-6-2	Lima	5425	1917	73-25x28-276000	Became SP 2477
AE 870 FCdeS 852	4-4-2	Bald.	36217	1911	81-20x28-202500	Became SP 3072
AE 871 FCdeS 853	4-4-2	Bald.	36218	1911	81-21x28-202500	Became SP 3073
AE 872 CRY&P 806	4-4-2	Bald.	36216	1911	81-20x28-202500	Became SP 3074
AE 901	2-8-2	Bald.	40212	1913	57-23½x30-266000	Became SP 3237
AE 902	2-8-2	Bald.	40213	1913	57-23¾x30-286800	Became SP 3238
AE 903	2-8-2	Bald.	40263	1913	57-23¾x30-286800	Became SP 3239
AE 904	2-8-2	Bald.	40264	1913	57-23¾x30-286800	Became SP 3240
AE 905	2-8-2	Bald.	40268	1913	57-23¾x30-266000	Became SP 3236
AE 906	2-8-2	Lima	5422	1917	63-26x28-277700	Became SP 3276
AE 907	2-8-2	Lima	5423	1917	63-26x28-277700	Became SP 3277
AE 1001	2-10-2	Schen.	57979	1921	63-27½x32-348000	Became SP 2nd 3652

Locomotives of the Pacific System sold or scrapped between 1891 and 1901
0-4-0

1891 No. Previous	Builder Const.	Date	Dimensions	Final Disposition
1002 SP 8 SF&SJ 8	Boothe	6 1865	48-14x18-36000	Sold 7-28-1892
4-4-2 Tank				
1004 CP 42	R. Norris	1868	54-14x24-58000	Scr. 1892
1005 CP 43	R. Norris	1868	54-14x24-52000	Scr. 1896
0-6-0 Tank				
1012 CP 26	Cooke	1867	48-17x22-70000	Scr. 1-1900
4-4-0				
1006 CP 5	Wm. Mason	145 1864	48-15x22-58000	Scr. 3-1894
1008 CP 178 CalP 2	Wm. Mason	246 1867	48-15x22-48000	Rebtl't. to 4-4-0 Scr. 3-3-94
1009 SP 18 CP 99	McKay & Aldus	1868	54-15x22-70000	Scr. 1898
1100 S&C 2	Oakland Ry. Co.	1868	60-11x22-42700	Sold 7-1891 Was 2-4-2 type
1101 S&C 3	Oakland Ry. Co.	1870	54-11x22-42000	Sold 6-1892 Was 2-4-2 type
1102 N. Cal. 1	R. Norris	1863	54-12x18-32000	Sold 6-1892
1103 N. Cal. 2	R. Norris	1863	54-12x18-32000	Sold 6-1892
1104 SP 31 LA&SP 4	Schen.	538 1869	60-16x22-40000	Sold 1894
1105 SP 34 LA&SP 2	Schen.	603 1869	60-16x22-40000	Sold 1894
1106 O&C 1 OC "Oregon"	Bald.	2001 1869	60-13x22-52800	Scr. 1-1900
1107 O&C 2 OC "Portland"	Bald.	2002 1869	60-13x22-52800	Scr. 4-1898
1108 O&C 14 OC "Dallas"	Unknown	1870	60-14x20-50200	Sold 1897
1109 SP 2	R. Norris	1010 1862	60-14x22-46000	Sold 7-28-1892
1110 SP 3	R. Norris	1862	60-14x22-46000	Scr. 8-1892
1111 SP 4 SF&SJ 4	Cooke	1863	60-14x22-46000	Scr. 1-1898
1112 SP 5 SF&SJ 5	Cooke	1863	60-14x22-46000	Scr. prior 1896
1113 SP 32 LA&SP 3	Schen.	604 1869	60-14x22-50000	Sold in 1891
1115 Cal. P 2nd 2	Booth	10 1869	60-14x22-52000	Sold 12-15-1896
1116 NR 1020 CP 2nd 166-SV 2	Hinkley	555 1854	48-14x22-46000	Scr. 1898
1117 CP 169 WP #C	Baldwin	1519 1866	60-14x24-60000	Scr. 3-1894
1118 CP 170 WP #D	Baldwin	1512 1866	60-14x24-60000	Scr. 9-1891
1119 SP 17	R. Norris	1867	54-14x24-52000	Sold for scrap 7-28-1893

1120	CP 11	Wm. Mason	212	1865	60-15x22-58000	Scr. 6-1892
1121	CP 2nd 100 Cal. P 14	Wm. Mason	405	1870	66-15x22-60250	Scr. 6-1895
1122	CP 102	Rogers	1592	1868	56-15x22-60250	Scr. 7-1892
1123	CP 103	Rogers	1593	1868	56-15x22-60250	Sold 7-1892
1124	CP 106	Rogers	1600	1868	56-15x22-60250	Sold prior 1896
1125	CP 107	Rogers	1601	1868	56-15x22-60250	Sold prior 1896
1126	CP 108	Rogers	1604	1868	56-15x22-60250	Sold prior 1896
1127	CP 111	Rogers	1607	1868	56-15x22-60250	Scr. 3-29-1893
1128	CP 112	D. Cooke		1868	56-15x22-60250	Sold for scrap 9-1891
1129	CP 113	D. Cooke		1868	56-15x22-60250	Scr. 1895
1130	CP 114	D. Cooke		1868	56-15x22-60250	Sold 6-1892
1131	CP 116	D. Cooke		1868	56-15x22-60250	Sold for scrap 9-1891
1132	CP 2nd 117					
	SF&SJ 18 CP 135	Rhode Is.	80	1868	56-15x22-60000	Scr. 3-1900
1133	CP 118	D. Cooke		1868	56-15x22-60000	Scr. 8-1899
1134	CP 119	D. Cooke		1868	56-15x22-60250	Sold for scrap 9-1891
1135	CP 120	D. Cooke		1868	56-15x22-60000	Scr. 9-1892
1136	CP 126	McKay & Aldus		1868	56-15x22-60000	Scr. 6-1892
1138	CP 128	McKay & Aldus		1868	56-15x22-60000	Sold for scrap 9-1891
1139	CP 129	McKay & Aldus		1868	56-15x22-60000	Scr. 7-1895
1140	CP 130	McKay & Aldus		1868	56-15x22-60000	Scr. 4-1894
1141	CP 133	Rhode Is.	78	1868	56-15x22-60000	Scr. 1891
1142	CP 134	Rhode Is.	79	1868	56-15x22-60000	Scr. 1891
1143	CP 138	Schen.	513	1868	56-15x22-60100	Scr. 9-1894
1144	CP 139	Schen.	514	1868	56-15x22-60100	Scr. 9-1894
1145	CP 140	Schen.	515	1868	56-15x22-60100	Sold for scrap 9-1891
1146	CP 141	Schen.	516	1868	56-15x22-60100	Scr. 9-28-1892
1147	CP 143	Schen.	518	1868	56-15x22-60100	Sold for scrap 9-1891
1148	CP 144	Schen.	519	1868	56-15x22-60100	Scr. 1891
1149	CP 145	Schen.	520	1868	56-15x22-60100	Scr. 1891
1150	CP 146	Schen.	521	1868	56-15x22-60100	Scr. 1891
1151	CP 147	Schen.	522	1868	56-15x22-60100	Scr. 4-1894
1152	CP 168 WP #A	Wm. Mason	239	1867	60-15x22-60000	Scr. 3-1894
1153	CP 174 WP #B	Wm. Mason	238	1867	60-15x22-60000	Sold for scrap 9-1891
1154	CP 2nd 176-115	D. Cooke		1868	54-15x22-60000	Sold for scrap 9-1891
1155	CP 185 SF&NP 132					
	CP 132	Rhode Is.	77	1868	56-15x22-60000	#1155 sold SJVRR #1 1-1892 Returned 7-93 and renumb. 1155. Scr. 7-1895
1156	SP 14 SF&SJ 14 CP 117	D. Cooke		1868	56-15x22-60000	Scr. 7-1895
1160	SP 19 SF&SJ 19 CP 142	Schen.	517	1868	56-15x22-60000	Scr. 11-1893
1161	Cal.P 2nd 5	McKay & Aldus		1870	60-15x22-60000	Scr. 6-1895
1162	Cal.P 6	Wm. Mason	251	1867	56-15x22-61000	Scr. 2-1897
1163	S&C 1 S&V 1	D. Cooke		1868	54-15x22-60000	Sold 6-1892
1164	CP 95	McKay & Aldus		1868	60-15x24-60000	Scr. 2-18-1893
1165	CP 96	McKay & Aldus		1868	68-15x24-61000	Sold 8-1892
1166	CP 101	McKay & Aldus		1868	60-15x24-60250	Scr. 6-1895
1167	SP 11 SF&SJ 11	Wm. Mason	353	1870	66-15x24-60000	Scr. 2-1898
1168	SP 12 SF&SJ 12					
	CP 97	McKay & Aldus		1868	60-15x24-60000	Scr. 3-3-1894
1170	LA&I 1	D. Cooke	1004	1875	60-15x24-60000	Sold to V. & O. V. #1 1-1-1896
1171	LA&I 2	D. Cooke	1005	1875	60-15x24-60000	Sold to V. & O. V. #2 1-1-1896
1172	O&C 3 OCES "Jo. B. Stephens"					
	Orig. Mich. Central	Baldwin	Acq.	1870	60-15x24-60050	Scr. 4-1898
1174	CP 1 "Gov. Stanford"	R. Norris		1863	54-16x22-56000	Presented to Stanford U. 1899
1177	CP 51	McKay & Aldus		1867	60-16x22-62100	Scr. 12-20-1898
1178	CP 54	McKay & Aldus		1867	60-16x22-62100	Scr. 8-28-1899

1180	CP 165	D. Cooke	1868	60-16x22-66000	Scr. 6-1893
1181	SP 13 SF&SJ 13 CP 36	R. Norris	1867	60-16x22-56000	Sold 7-1892
1182	SP 16 CP 100	McKay & Aldus	1868	60-16x22-60000	Scr. 6-1893
1183	Cal.P 3	Wm. Mason	247 1867	54-16x22-60500	Scr. 7-1895
1184	Cal.P 4	Wm. Mason	248 1867	54-16x22-60500	Scr. 3-3-1894
1186	Cal.P 8	Wm. Mason	290 1867	54-16x22-60500	Scr. 7-1895
1187	Cal.P 9	Wm. Mason	318 1869	66-16x22-61200	Scr. 7-1895
1188	Cal.P 10	Wm. Mason	319 1869	66-16x22-61200	Scr. 7-1895
1189	CP 2 (Rebit. 4-1895)	Wm. Mason	141 1863	60-16x24-76230	Scr. 1-1900
1191	CP 28	McKay & Aldus	1867	60-16x24-62100	Scr. 12-20-1898
1192	CP 29	McKay & Aldus	1867	60-16x24-62100	Scr. 4-1900
1194	CP 53	McKay & Aldus	1867	60-16x24-62100	Scr. 1-1900
1195	CP 60 "Jupiter"	Schen.	505 1868	60-16x24-65500	Sold to GVG&N 1st 1899
1196	CP 62	Schen.	511 1868	60-16x24-65450	Scr. 4-1900
1199	CP 65	McKay & Aldus	1868	60-16x24-62100	Scr. 1-1900
1201	CP 67	McKay & Aldus	1868	60-16x24-62100	Scr. 7-1895
1202	CP 77	Rhode Is.	51 1868	60-16x24-62100	Scr. 1-1898
1207	CP 84	Schen.	480 1868	60-16x24-65450	Scr. 8-28-1899
1208	CP 94	McKay & Aldus	1868	60-16x24-62100	Scr. 3-2-1901
1210	CP 2nd 115 Cal.P 13	Wm. Mason	404 1871	60-16x24-61000	Scr. 8-1899
1214	CP 137	Rhode Is.	81 1868	60-16x24-62100	Scr. 7-1895
1215	CP 148	Schen.	530 1868	60-16x24-65500	Scr. 8-8-1900
1216	CP 149	Schen.	531 1868	60-16x24-65500	Scr. 1895
1217	CP 150	Schen.	532 1868	60-16x24-65500	Scr. 8-1899
1218	CP 151	Schen.	533 1868	60-16x24-65500	Scr. 7-1895
1219	CP 152	Schen.	534 1868	60-16x24-65500	Scr. 8-1899
1224	CP 157	Rogers	1659 1869	60-16x24-67700	Scr. 8-1896
1225	CP 158	Schen.	558 1869	60-16x24-65500	Scr. 1-1901
1226	CP 159	Schen.	559 1869	60-16x24-65500	Scr. 8-1899
1227	CP 160	Schen.	565 1869	60-16x24-65500	Scr. 1895
1229	CP 162	Schen.	571 1869	60-16x24-65500	Scr. 12-1899
1230	CP 163	Schen.	572 1869	60-16x24-65500	Scr. 1-1900
1231	SP 7 SF&SJ 7	Booth & Co.	2 1865	60-16x24-57500	Scr. 1895
1235	SP 22	Schen.	976 1875	60-16x24-65000	Scr. 1898
1236	SP 23	Schen.	979 1875	60-16x24-65000	Scr. 1-1900
1241	Cal.P 11	Wm. Mason	361 1870	56-16x24-61000	Scr. 6-1899
1242	Cal.P 12	Wm. Mason	362 1870	60-16x24-61000	Scr. 1-1900
1257	CP 32	N. J. Loco. Wks.	1867	54-17x22-65000	Scr. 1895
1258	CP 33	N. J. Loco. Wks.	1867	54-17x22-65000	Scr. 8-1899
1260	CP 47	McKay & Aldus	1867	54-17x22-65000	Scr. 8-1899
1261	CP 49 Orig. 4-6-0	Grant	1867	56-17x22-65000	Scr. 1-15-1900
1267	CP 14	D. Cooke	1865	54-17x24-72500	Scr. 8-1899
1270	CP 2nd 36	Rogers	2064 1872	56-17x24-72100	Scr. 8-26-1896
1271	CP 52	McKay & Aldus	1867	60-17x24-68000	Scr. 1-15-1900
1274	CP 76	Rhode Is.	50 1868	60-17x24-62100	Scr. 8-28-1899
1281	CP 2nd 135	C. P. Shops	4 1873	56-17x24-74070	Scr. 1891
1293	CP 219	Schen.	975 1876	66-17x24-73700	Scr. 12-1899
1294	CP 220	Schen.	970 1876	66-17x24-73700	Scr. 8-28-1899
1296	CP 222	Schen.	1002 1876	60-17x24-73700	Scr. 3-21-1900
1311	SP 33	C. P. Shops	3 1873	56-17x24-74000	Scr. 3-21-1900
1325	SP 95 SPAR 15	Schen.	1264 1880	60-17x24-73700	Scr. 9-19-1899
1349	SP 178 SPNM 19	Schen.	1492 1882	60-17x24-73700	Scr. 12-1900
1366	CP 48 (Orig. 4-6-0)	Grant	1867	54-17x30-85000	Scr. 8-16-1900
1367	CP 187	C. P. Co. Sacto.	8 1873	60-18x24-74000	Scr. 8-6-1899
1368	CP 188	C. P. Co. Sacto.	7 1873	60-18x24-74000	Scr. 8-28-1899
1369	SP 10 SF&SJ 10	D. Cooke	1870	60-18x24-66500	Scr. 12-20-1896
1428	Ore. 12 CP 105	Rogers	1598 1868	56-15x22-64700	Scr. 1-15-1900
1429	Ore. 13 CP 109	Rogers	1605 1868	56-15x22-64700	Scr. 1-15-1900



S. P. 5231, DF-106, Baldwin 1950
All purpose 1600 H.P., equipped with combination pilot



S.P. 6017, DP-4, E.M.D. 1937. Oldest Diesel-Electric on the S. P. Formerly UP 983J. Originally UP SF-1



S. P. 6114, DF-1, E.M.D. 1948. Now T&NO 314



S. P. 6390, DF-8, E.M.D. 1952

2-6-0

1500	Nor. 1022 VV&CL 2					
	VV 2	Baldwin	3753	1875	48-14x22-55500	Sold 1892
1522	CP 8	D. Cooke		1865	48-18x22-72500	Conv. to 4-6-0
						Scr. 1-1900

4-6-0

1508	O&C 13 OCWS "John H. Couch"					
	PRR 76	Smith & Perkins		1853	52-17x22-64000	Sold 1-1892
1511	CP 16	Wm. Mason	223	1866	48-17x24-70500	Scr. 1-1893
1521	CP 2nd 18	C. P. Shops Sacto.	22	1884	57-17x30-90000	Scr. 11-1892
1525	CP 22	McKay & Aldus		1866	54-18x24-73800	Scr. 11-1892
1532	CP 56	Schen.	493	1868	48-18x24-71250	Scr. 1-4-1894
1537	CP 69	McKay & Aldus		1868	54-18x24-73800	Sold to GVG&N #2
						1894
1539	CP 71	McKay & Aldus		1868	54-18x24-73800	Scr. 5-1893
1540	CP 72	D. Cooke		1868	56-18x24-72300	Scr. prior 1901
1541	CP 73	D. Cooke		1868	56-18x24-72300	Scr. prior 1901
1542	CP 74	D. Cooke		1868	56-18x24-72300	Scr. 7-1895
1544	CP 82	Rogers	1568	1868	56-18x24-77450	Scr. 3-3-1894
1545	CP 83	Rogers	1569	1868	56-18x24-77450	Scr. 2-1893
1546	CP 85	Rogers	1570	1868	56-18x24-77450	Scr. 3-3-1894
1547	CP 86	Rogers	1571	1868	56-18x24-77450	Scr. 10-6-1899
1548	CP 87	Rogers	1572	1868	56-18x24-77450	Scr. 8-28-1899
1556	CP 191	Schen.	983	1875	54-18x24-79150	Scr. 5-1-1891
1566	CP 201	D. Cooke	956	1875	54-18x24-71500	Scr. prior 1901
1567	CP 202	D. Cooke	1006	1875	54-18x24-71500	Scr. prior 1901
1568	CP 203	D. Cooke	1007	1875	54-18x24-71500	Scr. 3-3-1894
1584	SP 35	Schen.	1003	1875	54-18x24-79000	Scr. prior 1901
1596	SP 41	Schen.	1012	1876	54-18x24-79000	Scr. prior 1901
1613	SP 110 SPAR 30	Schen.	1314	1880	54-18x24-81800	Sold to GVG&N #6
						1899
1626	SP 134 SPAR 54	Schen.	1350	1881	54-18x24-81800	Sold to GVG&N #8
						1899
1642	SP 150 SPAR 70	Schen.	1589	1882	54-18x24-81800	Sold
1847	Class DX	Cooke	2387	1898	63-20x26-144700	Sold to Mex. Int.
						12-10-00
1848		Cooke	2388	1898	63-20x26-144700	Sold to Mex. Int.
						12-10-00
1849		Cooke	2389	1898	63-20x26-144700	Sold to Mex. Int.
						10-23-00
1850		Cooke	2390	1898	63-20x26-144700	Sold to Mex. Int.
						10-12-00
1851		Cooke	2391	1898	63-20x26-144700	Sold to Mex. Int.
						10-23-00

4-8-0

1961	SP 51	Cooke	1409	1882	55-20x30-124000	Scr. 8-1900
1963	SP 53	Cooke	1411	1882	55-20x30-124000	Scr. 7-15-1899
1968	SP 58	Cooke	1416	1883	55-20x30-124000	Scr. 1899
1969	SP 59	Cooke	1417	1883	55-20x30-124000	Scr. 1899
1970	SP 60	Cooke	1418	1883	55-20x30-124000	Scr. 1899
1985	SP 79 SP 75	Cooke	1433	1883	54-20x30-132250	Scr. 1900

4-10-0

2050	CP 237 "El Gobernador"					
	C. P. Shops Sacto.	21	1883	57-21x36-146000	Scr. 7-15-1894	

Locomotives of the Central Pacific R. R. sold or scrapped prior 1891

CP 4	4-2-0	D. Cooke	1864	54-11x15-30000	Sold to Welling-
CP 10	2-6-0	D. Cooke	1865	48-18x22-72500	ton Colliery Co., B. C., 1889(?)
CP 15	4-4-0	D. Cooke	1865	54-18x22-66800	Scr. 1889
				Reblt. 8-8-871	Blt. as 2-6-0
CP 17	4-6-0	Wm. Mason	224 1866	48-17x24-70500	Scr. 1889
					Blew up at
					Ogden 1-1-1879
CP 18	4-6-0	D. Cooke	1865	48-18x22-70000	Scr. 1884
CP 19	4-6-0	D. Cooke	1865	48-18x22-70000	Scr. 1885
CP 1st 25	4-6-0	McKay & Aldus	1866	54-18x24-73800	Blew up at
					Clipper Gap 1868
CP 2nd 25 WP #1	4-4-0	Norris-Lanc.	14 1864	60-16x22-60100	Note A:
CP 30	4-4-0	R. Norris	1867	60-16x22-60100	Scr. 9-1887
CP 1st 31	4-4-0	R. Norris	1867	60-16x22-60100	In 1868 list but
					not later
CP 1st 93 CC 1	4-4-0	R. Norris	1858	60-14x24	Reblt. Sacto.
					8-1872. Scr. 1878
CP 2nd 93	4-2-0	D. Cooke	1868	54-11x15	Sold to Union
					Coal Co. 8-1888
CP 2nd 117	4-4-0	SF&O Ry. Shops	?	60-15x22	Not in 1871 list
CP 121	4-4-0	D. Cooke	1868	56-15x22-60000	In 1871 list but
					not later
CP 122	4-4-0	Globe	1868	60-16x24-63500	Laid aside in 1886
CP 123	4-4-0	Globe	1868	60-16x24-63500	Laid aside in 1886
CP 125	4-4-0	Globe	1868	60-16x24-63500	Laid aside in 1886
CP 131	4-4-0	Rhode Is.	76 1868	56-15x22-60000	Sold to SF&NP
					#131 1-1872
CP 166	4-4-0	Schen.	573 1869	60-16x22-40000	In 1869 list but
					not later
CP 167	4-4-0	Schen.	574 1869	60-16x22-40000	Sold 10-1873
CP 171 WP #E	4-4-0	Baldwin	1513 1866	60-14x22-60000	Sold to Eugene
					Sable Co. 9-11-89
CP 175 WP #J	4-2-0	Norris-Lanc.	1864	54-10x18-24000	Sold to Pac. Iron
					& Nail Co. 12-85
CP 176 SF&A 1	4-4-0	Alameda Ry. Co.	1866	60-11x22-40000	Reblt. Sacto.
					5-1872 Sold by 1878
CP 177 SF&A 2	4-4-0	Grant	1868	48-15x22-64400	Reblt. Sacto
					8-7-73 Scr. by 1886
CP 178 SF&O 1	4-4-4	SF&O Ry. Shops	1863	54-11x22	In 1871 list but
					not later
CP 179 SF&O "Oakland	4-4-0	D. Cooke	1863	60-11x15	In 1871 list but
					not later

Note A: Engine 2nd 25 was the first engine in Calif. to use coal as fuel, in 1870. It appears in the 1878 list but not later.

Los Angeles & San Pedro R. R.

I 2-2-0 Vulcan Iron Works, San Francisco, 1868—Blew up at San Pedro in 1869 and not rebuilt.

DIESEL-ELECTRIC LOCOMOTIVES

Yard Switchers Under 1000 HP

1000	E. M. D.	804	1939	198300-660-49600	Class DS-1	B-B
1001	Schen.	69084	1939	197900-660-49500	Class DS-2	B-B
1002-03	Schen.	69220-21	1939	196700-660-49200	Class DS-3	B-B
1004-09	E. M. D.	975-80	1939	199300-660-49800	Class DS-4	B-B
1010-16	E. M. D.	1316-22	1941	197900-660-49500	Class DS-5	B-B

1017	Schen.	69465	1941	197800- 660-49500	Class DS-6	B-B
1018	Schen.	69471	1941			
1019	Schen.	69474	1941			
1020	Schen.	69481	1941			
1021-22	Bald.	62492-93	1941	197300- 660-49300	Class DS-7	B-B
1023-32	Schen.	78518-27	1951	195950- 660-48990	Class DS-8	B-B
1033-39	Schen.	80923-29	1955	232780- 900-58195	Class DS-9	B-B
1040-1051	Schen.	81290-301	1955		Class DS-10	B-B
1052	Schen.		1955			

1000 HP or greater

1300	Schen.	69521	1941	231900-1000-58000	Class DS-100	B-B
1301	Schen.	69523	1941			
1302-06	Schen.	69526-30	1941			
1307	Schen.	69532	1941			
1308	Schen.	69534	1941			
1309	Schen.	69536	1941			
1310-19	E. M. D.	1353-62	1941	248300-1000-62100	Class DS-101	B-B
1320-24	Baldwin	64196-200	1941	236800-1000-59200	Class DS-102	B-B
1325-29	Baldwin	64269-73	1942	238800-1000-59700	Class DS-103	B-B
1330-31	Schen.	69676-77	1942	230800-1000-57700	Class DS-104	B-B
1332-33	Schen.	69724-25	1942			
1334-44	Schen.	69890-900	1942			
1345-46	Schen.	69951-52	1943	231700-1000-57900	Class DS-105	B-B
1347-48	Schen.	69960-61	1943			
1349-54	Schen.	69964-69	1943			
1355-60	Schen.	69612-17	1943			
1361	Schen.	69801	1943			
1362-67	Schen.	69804-09	1943			
1368	Schen.	69970	1944			
1369	Schen.	72697	1944			
1370	Schen.	72700	1944			
1386-92	Schen.	72718-24	1944			
1371-72	Baldwin	70154-55	1944	237500-1000-59400	Class DS-107	B-B
1373	Baldwin	70853	1944			
1374	Baldwin	70862	1944			
1375-76	Baldwin	64736-37	1943	236000-1000-59000	Class DS-106	B-B
1377	Baldwin	67717	1944	237500-1000-59400	Class DS-107	B-B
1378	Baldwin	69657	1943			
1379	Baldwin	70118	1943			
1380-82	Baldwin	70143-45	1944			
1383	Baldwin	70863	1944			
1384-85	Baldwin	70880-81	1944			
1393-1402	Baldwin	73933-42	1948	229100-1000-57275	Class DS-108	B-B
1403-25	E. M. D.	7294-7316	1949	246850-1000-61645	Class DS-109	B-B
1426-27	Schen.	77027-28	1950	229250-1000-57310	Class DS-105	B-B
1428-33	Schen.	77035-40	1950			
1434-41	Schen.	77042-49	1950			
1442	Baldwin	74877	1950	236350-1200-59090	Class DS-110	B-B
1443-45	Baldwin	74888-90	1950			
1446-55	Baldwin	74970-79	1951			
1456-63	Baldwin	75017-24	1951			
1464-70	Schen.	79339-45	1951	229930-1000-57480	Class DS-111	B-B
1471-85	Schen.	79503-17	1952			
1486-91	Fbks. Morse	653-58	1952	248000-1200-62000	Class DS-113	B-B
1493-1513	Baldwin	75774-95	1953	239750-1200-59940	Class DS-114	B-B
1514-25	Schen.	80093-103	1953	230400-1000-57600	Class DS-115	B-B
1526-28	Schen.	79815-17	1953			
1529-35	Fbks. Morse	760-66	1953	249000-1200-62250	Class DS-117	B-B
1536-38	Fbks. Morse	771-73	1953			

1539-50	Baldwin	75914-25	1953	248750-1200-62185	Class DS-118	B-B
1551-57	Schen.	81129-35	1955	246650-1000-61660	Class DS-119	B-B
1558-67	Schen	81310-19	1955		Class DS-119	B-B
1568-74	Fbks. Morse		1956		Class DS-120	B-B
1900-02	G. E. Co.	15114-16	1942	89200- 380-22300	Class DS-200	B-B
1903	G. E. Co.	27817	1954	89200- 380-22300	Class DS-201	B-B

YARD AND LOCAL SERVICE SWITCHERS

4600	E. M. D.	13549	1950	206870- 800-51715	Class DF-300	B-B
4601-03	E. M. D.	15084-86	1951	206870- 800-51715	Class DF-301	B-B

Note: Engines 4600-03 have dual cab controls and overhead trolley for operation on the Pacific Electric.

4604-11	E. M. D.	17331-38	1953	211500- 800-52875	Class DF-302	B-B
4612-21	E. M. D.	18347-56	1953	221060- 800-55256	Class DF-303	B-B
4622-23	E. M. D.	19495-96	1954	229340- 800-58335	Class DF-304	B-B
4624-25	E. M. D.	19526-27	1954	232600- 900-58150	Class DF-305	B-B
4626-33	E. M. D.	19641-48	1954	236720- 900-59180	Class DF-306	B-B
4634-45	Schen.		1955		Class DF-307	B-B

Booster Units

4700	E. M. D.	13550	1950	206860- 800-51715	Class DF-301	B-B
4701-03	E. M. D.	15117-19	1951	206860- 800-51715	Class DF-301	B-B

ALL PURPOSE—Equipped with steam heat

4800-01	Fbks. Morse	732-33	1953	382100-2400-95525	Class DF-500	C-C
4802-05	Fbks. Morse	791-94	1953	379320-2400-94830	Class DF-501	C-C
4806-09	Fbks. Morse	803-06	1954			
4810-13	Fbks. Morse	787-90	1954			
4814-15	Fbks. Morse	800-01	1954			

YARD AND LOCAL SERVICE SWITCHERS

5100-02	G. E. Co.	30034-36	1949	139000- 660-34750	Class DF-200	B-B
5103-09	G. E. Co.	30166-72	1949			
5110-13	G. E. Co.	30430-33	1950	137950- 660-34480	Class DF-201	B-B
5114	G. E. Co.	30448	1950	139180- 660-34795	Class DF-202	B-B
5115	G. E. Co.	30842	1951	138860- 660-34715	Class DF-203	B-B
5116-18	G. E. Co.	31161-63	1951	137500- 660-34375	Class DF-204	B-B
5119	G. E. Co.	32284	1955	141960- 660-35490	Class DF-205	B-B
5120	G. E. Co.		1955		Class DF-206	B-B

ALL PURPOSE

5200-02	Baldwin	73654-56	1948	262800-1500-45350	Class DF-100	AIA-AIA
5203-12	Baldwin	74257-66	1949	329000-1500-82250	Class DF-101	C-C
5213-17	Baldwin	74678-82	1950	327800-1500-81950	Class DF-102	C-C
5218-26	Baldwin	74683-91	1950	327800-1500-81950	Class DF-104	C-C
5228-39	Baldwin	74905-16	1950	323310-1600-80830	Class DF-106	C-C
5240-46	Baldwin	75087-93	1951	323150-1600-80790	Class DF-107	C-C
5247-48	Baldwin	75137-38	1951	323150-1600-80790		
5249	Baldwin	75139	1951	323150-1600-80790	Class DF-108	C-C
5250-52	Baldwin	75226-28	1951	377150-1600-94285	Class DF-109	C-C
5253-78	Baldwin	75449-74	1952	330130-1600-82530	Class DF-112	C-C
5279-83	E. M. D.	17144-48	1952	329900-1500-82475	Class DF-114	C-C
5284-87	E. M. D.	17149-52	1953			
5288-89	E. M. D.	17157-58	1953	359100-1500-89775		
5290-93	E. M. D.	17153-56	1953	329900-1500-82475		
5294	Schen.	80212	1953	327100-1600-81775	Class DF-115	C-C
5295	Schen.	80418	1953			
5296-5302	Schen.	80427-33	1953			

5303-07	Schen.	80582-86	1953				
5308	E. M. D.	15624	1952	314900-1500-78725	Class DF-116	C-C	
5309-15	E. M. D.	18401-07	1953	328680-1500-82170	Class DF-117	C-C	
5316-35	E. M. D.	18381-400	1953	329900-1500-82475	Class DF-118	C-C	
5336-39	Schen.	80787-90	1953	326750-1600-81690	Class DF-119	C-C	
5340-71	E. M. D.	19429-60	1954	328340-1750-82085	Class DF-120	C-C	
5372-86	E. M. D.	20223-37	1955	359870-1750-89965	Class DF-121	C-C	
5387-5409	E. M. D.	19928-50	1955	357500-1750-89385	Class DF-122	C-C	
5410-17	E. M. D.	19951-57	1955				
5418-23	E. M. D.	19983-88	1955				
5424-44	E. M. D.	20202-22	1955				
5445-48	Schen.	80880-83	1955	325000-1600-81250	Class DF-123	C-C	
5449-63	E. M. D.		1955		Steam Gen. DF-124	C-C	
5464-93	E. M. D.		1956		Steam Gen. DF-125	C-C	
5494-5507	Schen.		1955		Steam Gen. DF-126	C-C	

Engines 5277, 78, 94, 95, 96, 5305-07 have dual cab controls.

Classes DF-116, 118, 120, and 121 are equipped with steam heat.

ALL PURPOSE BOOSTER UNITS

5500-5227	Baldwin	74629	1950	326300-1500-81575	Class DF-105	C-C	
5501-02	Baldwin	75224-25	1951	323750-1600-80940	Class DF-110	C-C	
5503-05	Baldwin	75229-31	1951	374700-1600-93675	Class DF-111		
5500-05	Renumbered	4900-05	9-1-1955				

ALL PURPOSE

5600-02	E.M.D.	19558-60	1954	257850-1750-64460	Class DF-603	B-B	
5603	E.M.D.	19564	1954				
5604-22	E.M.D.	20129-46	1955	250080-1750-62520	Class DF-605	B-B	
5622-25	E.M.D.	20147-50	1954	259720-1750-64930	Class DF-606	B-B	
5626-5719	E.M.D.		1956	GP-93	DF-607	B-B	

Engines 5600-02 have steam heat.

PASSENGER BOOSTER UNITS

Class DP-4 A1A-A1A

5900-01	6000B-C	E.M.D.	4218-19	1947	315500-2000-53150		
5902-03	6001B-C	E.M.D.	4220-21	1947			
5904-05	6002B-C	E.M.D.	4222-23	1947			
5906-07	6003B-C	E.M.D.	4155-56	1947			
5908	6004B	E.M.D.	4157	1947			
5909	6004C	E.M.D.	4217	1947			

Class DP-5 A1A-A1A

5910	6005B	Schen.	75607	1948	309800-2250-51650		
5911	6006B	Schen.	75608	1948			
5912	6007B	Schen.	75609	1948			

Class DP-6 A1A-A1A

5913	6008B	Schen.	75786	1949	311350-2250-51875		
5914	6009B	Schen.	75787	1949			
5915	6010B	Schen.	75788	1949			

Class DP-3 A1A-A1A (From Streamliner CITY OF SAN FRANCISCO)

5916	6011B	UP 986BJ	UP908B	SF-8	E.M.D.	3515	1946	319875-2000-53860
5917	6011C	UP 986CJ	UP909B	SF-9	E.M.D.	3516	1946	319875-2000-53860

Class DP-8 A1A-A1A

5918-19	Schen.	78219-20	1950	311190-2250-51865			
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Class DP-9 A1A-A1A

5920-21 Schen. 78212-13 1952 312000-2250-52000

Class DP-10 A1A-A1A

5922-24 Schen. 80607-09 1953 312900-2250-52150

PASSENGER CAB UNITS**Class DP-4 A1A-A1A**

6000	6000A	E.D.M.	4152	1947	325700-2000-54900
6001	6001A	E.M.D.	4153	1947	
6002	6002A	E.M.D.	4154	1947	
6003	6003A	E.M.D.	4150	1947	
6004	6004A	E.M.D.	4151	1947	

Class DP-5 A1A-A1A

6005	6005A	Schen.	75783	1948	318580-2250-53100
6006	6005C	Schen.	75784	1948	
6007	6006A	Schen.	76072	1948	
6008	6006C	Schen.	76073	1948	312850-2250-52150
6009	6007A	Schen.	76074	1948	318580-2250-53100
6010	6007C	Schen.	76075	1948	312850-2250-52150

Class DP-6 A1A-A1A

6011	6008A	Schen.	77097	1949	319300-2250-53180
6012	6008C	Schen.	77098	1949	
6013	6009A	Schen.	77099	1949	313575-2250-52240
6014	6009C	Schen.	77100	1949	
6015	6010A	Schen.	77101	1949	
6016	6010C	Schen.	77102	1949	

Class DP-4 A1A-A1A Old Class DEP-3

6017 6011A UP 983J UP 901A UP SF-1 E.M.D. 744 1937 332100-2000-55295

Class DP-7 A1A-A1A

6018 E.M.D. 9017 1950 328550-2250-55360

Class DP-8 A1A-A1A

6019-20	Schen.	77999-78000	1950	317160-2250-52860
6021-22	Schen.	78201-02	1950	

Class DP-9 A1A-A1A

6023	Schen.	78740	1952	318980-2250-53165
6024-27	Schen.	79036-39	1952	

Class DP-10 A1A-A1A

5028-33 Schen. 80434-39 1953 318200-2250-53035

Class DP-11 A1A-A1A

6034	Schen.	80443	1953	318150-2250-53025
6035-45	Schen.	80835-45	1953	

Class DP-12 A1A-A1A

6046-49	E.M.D.	20095-98	1954	336000-2400-56600
6050-54	E.M.D.	20099-103	1955	
6055-56	Ex T&NO	204-205		

ROAD FREIGHT-CAB UNITS

Class DF-1 B-B

6138-39 6119-A, D E.M.D. 4540-41 1948 234600-1500-58650

Class DF-2 B-B

6140-51 6120A, D to 6125A, D E.M.D. 6903-14 1948 234440-1500-58660
6152-53 6126F, 6126A E.M.D. 6915-16 1948
6154-56 6127A, F, 6128A E.M.D. 6917-19 1948
6157 6128F E.M.D. 6920 1949 238470-1500-59620
6158-60 6129A, F, 6130A E.M.D. 6921-23 1949 234400-1500-58600
6161 6130F E.M.D. 6924 1949 238470-1500-59620
6162-70 6131A, F, 6135A incl. E.M.D. 6925-33 1949 234400-1500-58600
6171 6135F E.M.D. 6934 1949 238470-1500-59620
6172-74 6136A, F, 6137A E.M.D. 6935-37 1949 234400-1500-58600
6175 6137F E.M.D. 6938 1949 238470-1500-59620
6176-79 6138A, F, 6139A, F E.M.D. 6939-42 1949 234400-1500-58600

Class DF-3 B-B

6180-85 6140A, F to 6142A, F, incl. E.M.D. 6943-48 1949 236700-1500-59175

Class DF-4 B-B

6190-95 6145A, F to 6147A, F, incl. E.M.D. 6953-58 1949 237300-1500-59325
6202-03 6150A, F E.M.D. 6965-66 1949
6206 6153A E.M.D. 6969 1949 241370-1500-60340
6207-11 6153F to 6155A, F, incl. E.M.D. 6970-74 1949 237300-1500-59325
6214-19 6157A, F to 6159A, F, incl. E.M.D. 6977-82 1949
6222 6161A E.M.D. 7108 1949
6223 6161F E.M.D. 7109 1949 241370-1500-60340
6224-39 6162A, F to 6169A, F, incl. E.M.D. 7110-25 1949 237300-1500-59325

Class DF-5 B-B

6240-41 E.M.D. 7214-15 1949 238370-1500-59590
6242-55 E.M.D. 7216-29 1949 234300-1500-58575
6256 E.M.D. 7230 1949 238370-1500-59590
6257-59 E.M.D. 7231-33 1949 234300-1500-58575
6260-79 E.M.D. 7234-53 1949
6280-95 E.M.D. 9237-52 1950

Class DF-6 B-B

6296-99 E.M.D. 10601-04 1950 237370-1500-59340
6300-39 E.M.D. 10605-44 1950 233300-1500-58325

Class DF-7 B-B

6340-47 E.M.D. 12745-52 1951 233300-1500-58325
6348-49 E.M.D. 12753-54 1951 237220-1500-59300
6350-67 E.M.D. 12755-72 1951 233150-1500-58290
6368-77 E.M.D. 12801-10 1951

Class DF-8 B-B

6378-6405 E.M.D. 16559-86 1952 240100-1500-62115

Class DF-9 B-B

6406-23 E.M.D. 17172-89 1952 248450-1500-62115

Class DF-7 B-B

6424-28 E.M.D. 12811-15 1951 233150-1500-58200
6429-32 E.M.D. 12816-19 1951 237220-1500-59300

6433
6434-38
6439

E.M.D. 12820 1951 233150-1500-58290
E.M.D. 12821-25 1951 237220-1500-59300
E.M.D. 12826 1951 233150-1500-58290

Class DF-11 B-B

6440-45

E.M.D. 18154-59 1953 249075-1500-62270

Class DF-12 B-B

6446-61

E.M.D. 18130-45 1953 261120-1500-65280

ROAD FREIGHT-BOOSTER UNITS

Class DF-1 B-B

8022 T&NO 526 SP 8022 6111B
8023 527 8023 6111C
8024 6112B
8025 6112C
8026 T&NO 530 SP 8026 6113B
8027 531 8027 6113C
8028 532 8028 6114B
8029 533 8029 6114C
8030 534 8030 6115B
8031 535 8031 6115C
8032 528 8032 6116B
8033 529 8033 6116C
8034 536 8034 6117B
8035 537 8035 6117C
8036-39 6118B, C-6119B, C

E.M.D. 4564 1948 233350-1500-58350
E.M.D. 4565 1948
E.M.D. 4566 1948
E.M.D. 4567 1948
E.M.D. 4568 1948 237420-1500-59355
E.M.D. 4569 1948 233350-1500-58350
E.M.D. 4570 1948
E.M.D. 4571 1948
E.M.D. 4572 1948
E.M.D. 4573 1948
E.M.D. 4574 1948
E.M.D. 4575 1948
E.M.D. 4576 1948
E.M.D. 4577 1948
E.M.D. 4578-81 1948

Class DF-2 B-B

8040-55 6120B, C-6127B, C
8056-70 6128B, C-6135B
8071 6135C
8072-79 6136B, C-6139B, C

E.M.D. 7066-81 1948 233650-1500-58450
E.M.D. 7082-96 1949
E.M.D. 7097 1948 237720-1500-59430
E.M.D. 7098-7105 1949 233650-1500-58450

Class DF-3 B-B

8080-85 6140B, C-6142B-C

E.M.D. 7126-31 1949 231000-1500-57750

Class DF-4 B-B

8090-95 6145B, C-6147B, C
8102-03 6151B, C
8106-11 6153B, C-6155B, C
8114-19 6157B, C-6159B, C
8122-39 6161B, C-6169B, C

E.M.D. 7136-41 1949 247400-1500-61850
E.M.D. 8189-90 1949
E.M.D. 8193-98 1949
E.M.D. 8201-06 1949 247400-1500-61850
E.M.D. 8209-26 1948 (8139 is 251470-62870)

Class DF-5 B-B

9140-41
8142-56
8157
8158-59
8160-79
8180-95

E.M.D. 7254-55 1949 235770-1500-58940
E.M.D. 7256-70 1949 231700-1500-57925
E.M.D. 7271 1949 235700-1500-58940
E.M.D. 7272-73 1949 231700-1500-57925
E.M.D. 7274-93 1950
E.M.D. 9253-68 1950

Class DF-6 B-B

8196-8211
8212-16
8217
8218-39

E.M.D. 10645-60 1950 230400-1500-57600
E.M.D. 11881-85 1950
E.M.D. 11886 1950 234470-1500-58620
E.M.D. 11887-908 1950 230400-1500-57600

Class DF-7 B-B

8240-46	E.M.D.	12773-79	1951	230250-1500-57560
8247	E.M.D.	12780	1951	234320-1500-58580
8248-61	E.M.D.	12781-94	1951	230250-1500-57560
8262	E.M.D.	12795	1951	234320-1500-58580
8263-67	E.M.D.	12796-800	1951	230250-1500-57560

Class DF-9 B-B

8268-85	E.M.D.	17190-207	1952	246250-1500-61565
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Class DF-7 B-B

8286-89 T&NO 1st 538-541	E.M.D.	12827-30	1951	230250-1500-57560
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Class DF-11 B-B

8290	E.M.D.	18160	1953	253350-1500-63335
8291	E.M.D.	18163	1953	
8292	E.M.D.	18161	1953	
8293	E.M.D.	18164	1953	
8294	E.M.D.	18162	1953	
8295	E.M.D.	18165	1953	
8296-8303	E.M.D.	18146-53	1953	

NARROW GAUGE—3 ft.**Class DF-700**

I	General Electric	32266	1954	102000-450-25500
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ADDENDA

Since the material for this bulletin went to press, there has been one group of locomotives added from the St. Louis Southwestern Ry., and more have been removed from the active list.

C-11 2-8-0 61—25x30—243775—200—52284

2861	Baldwin	53532	8-1920	Ex StLSW	751
2862	Baldwin	53562	8-1920		753
2863	Baldwin	53621	9-1920		755
2864	Baldwin	54490	1-1921		768
2865	Baldwin	56515	5-1923		773
2866	Baldwin	56589	6-1923		777
2867	Baldwin	56593	6-1923		781
2868	Baldwin	56595	6-1923		783

The following locomotives have either been retired, scrapped or sold for scrap:

12-1955 T&NO 839, 842 (Ex 152, 156, 0-6-0).

12-1955 S. P. 1768, 2473, 2799, 2809, 3703, 4136, 4159, 4182 and 4268.

1-1956 S. P. 1247, 1264, 2356, 2490, 2524, 2543, 2707, 3207, 3658, 3680, 3684, 3701, 3764, 4133, 4152, 4167, 4257 and 4471.

2-8-1956 S. P. 1219, 2351, 2486, 2598, 2770, 3204, 3665, 2765, 4169, 4170, 4179, 4195, 4198, 4203, 4204, 4231, 4250, 4253, 4411.

2-1956 S. P. 1219, 1770, 2252, 2592, 2841, 3683, 3691, 4154, 4183, 4208, 4210, 4219, 4225, 4230, 4260, 4318, 4481.

S. P. 1285 was donated to City of Monterey, Calif. 1-5-1956 and T&NO 606 and S. P. 2381 were donated to this Society on 1-11-1956.

PART 3

LOCOMOTIVES OF THE SUD PACIFICO DE MEXICO

Class S-5 0-6-0 57—19x26—130000—180—25190

1	SP 1082	Baldwin	19483	1901	To FdelP 12-21-51 Not renub. Scr. 1952
2	SP 1099	Baldwin	20932	1902	Reblt. to 0-6-0T To FdelP #9001 12-21-51

Class S-8 0-6-0 51—19x26—140000—175—27380 except 2nd 6 was 190—29720

3	CRY&P 3	Brooks	45077	1908	Scrapped 3-5-1951
4		Brooks	45078	1908	Sold to Arizona Eastern 36 12-1912
5		Brooks	45079	1908	Sold to Arizona Eastern 38 12-1912
6		Brooks	45080	1908	Sold to Arizona Eastern 35 12-1912
2nd 4	SP 83	Baldwin	27564	1906	To FdelP 12-21-51 Not Renumb. Scr. 1952
2nd 5	SP 95	Baldwin	30701	1907	Sold to FdelP #200 12-21-1951
2nd 6	SP 111 H&TC 155	Baldwin	27653	1906	Sold to FdelP #201 12-21-1951
26	FCdeS 26	Brooks	45081	1908	Scr. 11-9-1950
27	FCdeS 27	Brooks	45082	1908	Sold to FdelP #202 12-21-1951

Old Class CV 4-4-0T 59—16x24—84000—125—12390

8	FCdeS 56-2	Rogers	2644	1880	Empalme Shop Sw. Retired 1924
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Class E-13 4-4-0T 60—17x24—103000—150—14739

10	AE 76 M&P 76 MP&SRV 5	Baldwin	13907	1894	Empalme Shop Sw. Acq. 1924 Scr. 5-1948
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Class SE-2 0-8-0 51—21½x28—177400—190—40990

3C	SP 1302 EP&SW 51-210 EP&NE 51-3 SWRRofA 3	Baldwin	19500	1901	Renumb SP 1400 5-22-42
31	SP 1306 EP&SW 55-216 EP&NE 57	Baldwin	22283	1903	Renumb. SP 1401 7-10-42

Old Class CV 4-4-0 59—16x24—69800—46200—125—12390

56	FCdeS 2 "Gen. Riva Palacio"	Rogers	2644	1880	Reblt. to Shop Sw. #8 12-1-1909
57	FCdeS 3 "Guaymas"	Rogers	2646	1880	Retired 7-1910
58	FCdeS 4 "Hermosillo"	Rogers	2648	1880	Retired 7-1910
59	FCdeS 11 "Arispe"	Rogers	2739	1881	Retired 7-1910

Old Class CT 4-4-0 59—16x24—80800—53581—125—12390

60	FCdeS 5 "Robert R. Symon"	Rhode Is.	937	1881	Retired 4-1926
61	FCdeS 6 "S. Camacho"	Rhode Is.	938	1881	Retired 12-1924
62	FCdeS 7 "David Pergrison"	Rhode Is.	939	1881	Retired 7-1-1910
63	FCdeS 8 "Ives"	Rhode Is.	1083	1881	Retired 7-1911
64	FCdeS 3rd 9-13 "Arizona"	Rhode Is.	1085	1881	Retired 7-1928
65	FCdeS 12 "Ardilla"	Rhode Is.	1084	1881	Retired 7-1-1910

Class E-25, old class CG 4-4-0 62—18x26—107000—69000—170—18480
(A) 69—18x26—109200—73400—160—16600

150	OSL 310 UP 746	Baldwin	8411	1887	Sold to Arizona Eastern 171 12-1912
151	OSL 313 UP 749	Baldwin	8423	1887	Retired 5-1930
152	OSL 321 U&N 751	Grant	1703	1887	Retired 5-1927
153	OSL 322 U&N 752	Grant	1704	1887	Retired 3-1931
154	UP 842	U. P. Co. Rebuilt	1892		Retired 2-1932
155	UP 844	U. P. Co. Rebuilt	1893	(A)	Retired 5-1930

156	UP 845	U. P. Co. Rebuilt	1893	(A)	Retired	3-1931
157	UP 846	U. P. Co. Rebuilt	1893	(A)	Retired	8-1931
158	UP 847	U. P. Co. Rebuilt	1893	(A)	Retired	8-1931
159	UP 849	U. P. Co. Rebuilt	1893	(A)	Retired	3-1932
160	FCdEs 100 UP 848	U. P. Co. Rebuilt	1892	(A)	Retired	8-1931

161	FCdEs 101 UP 834-764	U. P. Co. Rebuilt	1892	(A)	Retired	10-1929
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Note: SPdEM 161 was orig. Rogers 3835-1887, a Mother-Hubbard rebuilt to single cab by the U. P. Co. in 1892

Classes T-15 and T-16 4-6-0 T-15 57-18x24-81800-140-16320
T-16 57-18x24-81800-160-19130

200	CRY&P 200 SP 2063-1629-137 SPAR 57	Schen.	1355	1881	T-15	Retired	5-1930
201	CRY&P 201 SP 2055-1620-128 SPAR 48	Schen.	1338	1881	T-16	Retired	10-1932
202	CRY&P 202 SP 2051-1616-124 SPAR 44	Schen.	1317	1881	T-16	Retired	10-1932
203	CRY&P 203 SP 2043-1606-103 SPAR 23	Schen.	1302	1881	T-16	Retired	10-1932
204	CRY&P 204 SP 2035-1593-38	Schen.	1009	1876	T-15	Retired	10-1932
205	CRY&P 205 SP 2086-1653-161 SPNM 2	Schen.	1366	1881	T-15	Retired	10-1932
206	CRY&P 206 SP 2056-1621-129 SPAR 49	Schen.	1339	1881	T-16	Retired	10-1932
207	CRY&P 207 SP 2061-1627-135 SPAR 55	Schen.	1352	1881	T-15	Retired	5-1930
208	CRY&P 208 SP	Schen.		1880	T-16	Sold 11-1919	See Note
209	AE 293 P&E 293 SP 2049-1614-111 SPAR 31	Schen.	1315	1880	T-16	Retired	11-1935
210	AE 295 P&E 295 GVG&N 5 SP 1626-134 SPAR 34	Schen.	1350	1881	T-16	Retired	11-1909
211	CRY&P 211 GVG&N 6 SP 1613-110 SPAR 30	Schen.	1314	1880	T-16	Retired	11-1909
212	CRY&P 212 CCCCo. 14 IC 261 CO&SW 560-42	Schen.	1692	1883	T-16	Retired	5-1930

Note: Engine 208 was probably SP 1642, Schen. #1589-1882. It was sold by the SPdEM to the United Sugar Co. and by them to the Mexican Pacific #2.

214	AE 294 P&E 294 GVG&N 7 SP 2054-1619-127 SPAR 47	Schen.	1323	1881	T-16	Retired
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11-30-1946 and converted to 4-6-0T, Empalme Shop Sw. #1947 Retired 2-1-1950

Class T-9 4-6-0 57-18x24-86700-68500-140-16230

213	CRY&P 213 CCCCo. 12 IC 273 CO&SW 575-67	Schen.	2043	1885	Retired	9-1919
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Class T-18 4-6-0 57-18x24-93200-71500-160-18530

215	AE 270 SD&SE 20 SDC&E 20 SP 2011-1578 CP 213 Cooke	1029	1876	Retired	1-1940
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Note: Boiler of 215 was from Bald. #15811-1898, ex AE 270-GVG&N 4. Chassis was from Cooke #1029-1876. Engine was officially listed as built by Cooke.

Class T-1 4-6-0 63-20x26-148350-112050-175-24556

300	CRY&P 300 GVG&N 16 SP 2236-1817	Cooke	2308	1895	Retired	1-1939
301	AE 365 GVG&N 365-10 SP 2270-1812	Cooke	2303	1895	Retired	5-1930
302	AE 366 GVG&N 366 SP 2243-1824	Cooke	2295	1895	Scr.	5-31-1949

Class T-27 4-6-0 63—20x26—142350—112000—180—25260

303 SP 386 GH&SA 698-910 Schen. 4549 1897 Sold to FdelP #500 12-21-1951

Class T-OB 4-6-0 55—20x26—146300—112000—180—28931

367 AE 367 GVG&N 367 EP&SW 128-17 CCCCo. 16 Baldwin 20567 1902 Retired 11-1930

Class T-3 4-6-0 69—20x24—129700—96689—180—21290

370 AE 370 HE&WT 684 SP 2213-1789 Schen. 3551 1891 Retired 12-1933

Class TW-6 4-8-0 51—20x26—136300—111000—160—27734

400 CRY&P 400-209 SP 2809-1960-376 Schen. 2670 1889 To FdelP 12-21-51 Not
Renumb. Scr. 1952

401 CRY&P 401-210 SP 2810-1952-368 Schen. 2662 1889 Sold to F. C. Rio Mayo
12-23-1942

402 CRY&P 402-211 SP 2955-2806-1957-373 Schen. 2667 1889 Retired 1-1910

403 CRY&P 403 SP 2956-2810-2007 Schen. 4131 1893 Retired 8-1927

404 CRY&P 404 SP 2958-2812-2009 Schen. 4141 1893 Scr. 5-31-1949

405 CRY&P 405-104 SP 2807-1958-374 Schen. 2668 1889 Retired 5-1930

406 CRY&P 406-107 SP 2808-1959-375 Schen. 2269 1889 Retired 9-1939

Class M-17 2-6-0 56—19x26—138000—118500—190—27070

410 SP 495 SA&AP 168 OR&C 500 Baldwin 25770 1905 Scrapped 4-1952 by FdelP.

Class M-19 2-6-0 56—19x26—154160—133000—200—28490

411 SP 497 SA&AP 171 Baldwin 36725 1911 Sold to FdelP #400 12-21-51

412 SP 498 SA&AP 172 Baldwin 36741 1911 Sold to FdelP #401 12-21-1951

Note: No. 411 was turned back to the S. P. 1-1953 and scrapped at El Paso in 1953.

Class TW-1 4-8-0 54—22x26—182685—147000—180—35650

450 CRY&P 17 SP 2901-2011 Schen. 4258 1895 Retired 12-1935

451 CRY&P 18 SP 2907-2017 Schen. 4309 1895 Retired 5-1931

452 CRY&P 19 SP 2906-2016 Schen. 4308 1895 Retired 12-1935

453 CRY&P 301 SP 2902-2012 Schen. 4304 1895 Retired 1-1939

454 CRY&P 302 SP 2903-2013 Schen. 4305 1895 Retired 1-1939

455 CRY&P 303 SP 2909-2019 Schen. 4311 1895 Retired 5-1931

456 CRY&P 304 SP 2910-2020 Schen. 4312 1895 Retired 12-1935

Class M-9 2-6-0 63—21x28—189000—153000—210—34900

500 CRY&P 500 Brooks 45005 1908 Sold to H&TC #550—1912

501 CRY&P 501 Brooks 45006 1908 Sold to H&TC #551—1912

502 CRY&P 502 Brooks 45007 1908 Sold to FdelP #432 12-21-1951

503 CRY&P 503 Brooks 45008 1908 Sold to H&TC #552—1912

504 CRY&P 504 Brooks 45009 1908 Sold to H&TC #553—1912

505 CRY&P 505 Brooks 45010 1908 Sold to FdelP #434 12-21-1951

506 CRY&P 506 Brooks 45011 1908 Scr. 5-31-1949

507 CRY&P 507 Brooks 45012 1908 Scr. 5-31-1949

508 CRY&P 508 Brooks 45013 1908 Sold to H&TC #554—1912

509 CRY&P 509 Brooks 45014 1908 Sold to Ariz. Eastern #567—1912

To SP 1828

510 CRY&P 510 Brooks 45015 1908 Sold to Ariz. Eastern #568—1912

To SP 1829

511 CRY&P 511 Brooks 45016 1908 Scr. 5-31-1949

512 CRY&P 512 Brooks 45017 1908 Sold to H&TC #555—1912

513 CRY&P 513 Brooks 45018 1908 Sold to Ariz. Eastern #569—1912

To SP 1830

514 CRY&P 514 Brooks 45019 1908 Sold to H&TC #556—1912

515 CRY&P 515 Baldwin 33817 1909 Scr. 5-31-1949

516	CRY&P 516	Baldwin	33823	1909	Sold to Ariz. Eastern #570—1912 To SP 1831
517	CRY&P 517	Baldwin	33831	1909	Sold to H&TC #560—1912
518	CRY&P 518	Baldwin	33832	1909	Sold to FdelP #435 12-21-1951
519	CRY&P 519	Baldwin	33833	1909	Sold to H&TC #561—1912 See SPdeM 2nd 500
520	CRY&P 520	Baldwin	33834	1909	Sold to Ariz. Eastern #576—1912 To SP 1836
521	CRY&P 521	Baldwin	33835	1909	Sold to H&TC #562—1912 See SPdeM 2nd 501
522	CRY&P 522	Baldwin	33836	1909	Sold to H&TC #563—1912
523	CRY&P 523	Baldwin	33837	1909	Sold to H&TC #564—1912
524	CRY&P 524	Baldwin	33878	1909	Sold to Ariz. Eastern #571—1912 To SP 1832
519-525	CRY&P 525	Baldwin	33879	1909	Renumb. 2nd 519 1-1939. Scr. 5-31-49
526	CRY&P 526	Baldwin	33880	1909	Sold to H&TC #565—1912 SPdeM 2nd 503
527	CRY&P 527	Baldwin	33915	1909	Sold to Ariz. Eastern #572—1912 To SP 1833
528	CRY&P 528	Baldwin	33916	1909	Sold to Ariz. Eastern #573—1912 To SP 1834
529	CRY&P 529	Baldwin	33917	1909	Sold to Ariz. Eastern #574—1912 To SP 1835
530	SP 1804	Brooks	45020	1908	Returned to SP 5-25-1942
531	SP 1805	Brooks	45021	1908	Returned to SP 6-13-1942
532	SP 1807	Brooks	45023	1908	Returned to SP 7-5-1941
533	SP 1819	Baldwin	33779	1909	Returned to SP 7-15-1941
534	SP 1821	Baldwin	33793	1909	Returned to SP 5-27-1942

Class M-11 2-6-0 63—21x28—177000—150000—200—33320
(A) 180440—153000

2nd 500	SP 561 H&TC 561	CRY&P 519	Baldwin	33833	1909	FdelP #430 12-21-51
2nd 501	SP 562 H&TC 562	CRY&P 521	Baldwin	33835	1909	FdelP #431 12-21-51 (A)
2nd 503	SP 565 H&TC 565	CRY&P 526	Baldwin	33880	1909	FdelP #433 12-21-51 (A)

Class M-6 2-6-0 63—21x28—185200—158800—200—33320
(A) 174000—150400

					Returned to S. P.
535	SP 1732	Baldwin	19592	1901	7-21-1941
536	SP 1758	Baldwin	19762	1901	6-25-1941
537	SP 1740	Baldwin	19622	1901	8-3-1941
538	SP 1800	Baldwin	22414	1903	6-1-1937
541	SP 1737	Baldwin	19619	1901	6-17-1942
542	SP 1747	Baldwin	19704	1901	6-15-1938
543	SP 1749	Baldwin	19702	1901	7-1-1941
544	SP 1756	Baldwin	19760	1901	6-21-1941

Class M-4 2-6-0 63—20x28—157900—134600—190—28710

560	SPdeM 561 AE 561	M&P 561	SP 1635-2119	Cooke	2605	1901	Renumb. 560 1-19-1947 Scr. 5-31-1949
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Class M-21 2-6-0 63—22x28—211320—181000—250—42400
(A) 215320—185000

				To Coast Lines and renumb.
526	SP 520 T&NO Shops	Houston	1928	SP 1842 5-6-1941
521	SP 521 T&NO Shops	Houston	1928	SP 1838 10-10-1939

522	SP 522	T&NO Shops	Houston	1929		SP 1843	6-11-1941
523	SP 523	T&NO Shops	Houston	1929	(A)	SP 1837	9-20-1939
524	SP 524	T&NO Shops	Houston	1929	(A)	SP 1844	5-27-1941
525	SP 525	T&NO Shops	Houston	1929	(A)	SP 525	10-7-1942
526	SP 526	T&NO Shops	Houston	1930	(A)	SP 1845	6-4-1941
527	SP 527	T&NO Shops	Houston	1930	(A)	SP 1839	10-10-1939
528	SP 528	T&NO Shops	Houston	1930	(A)	SP 1840	10-4-1939
529	SP 529	T&NO Shops	Houston	1930	(A)	SP 1841	10-5-1939

Class C 2-8-0 52—20x28—159240—140890—180—30780

600	SPdeM 454	FCRM 4	Baldwin	57959	1924	Acq. 12-1-42	To #600 9-12-47 Sold to FdelP #600 12-21-1951
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Class C-9 2-8-0 57—22x30—225600—199700—200—43306

600	CRY&P 600	Brooks	44968	1908	Sold to Ariz. Eastern #671—1912 To SP 2858
601	CRY&P 601	Brooks	44969	1908	Sold to Ariz. Eastern #672—1912 To SP 2859
602	CRY&P 602	Brooks	44970	1908	Sold to FdelP #606 12-21-1951
603	CRY&P 603	Brooks	44971	1908	Sold to FdelP #607 12-21-1951
604	CRY&P 604	Brooks	44972	1908	Sold to FdelP #608 12-21-1951
605	CRY&P 605	Brooks	44973	1908	Sold to Ariz. Eastern #668—1912 To SP 2860
606	SP 2550	Baldwin	30383	1907	Returned to S. P. 5-28-1942
607	SP 2552	Baldwin	30450	1907	Returned to S. P. 5-29-1942
610	SP 2787	Baldwin	25583	1905	Returned to S. P. 1-19-1942
611	SP 2758	Baldwin	25313	1905	Returned to S. P. 6-3-1942
612	SP 2789	Baldwin	25591	1905	Returned to S. P. 1-1942
613	SP 2790	Baldwin	25592	1905	Returned to S. P. 6-24-1942

Class C-8 2-8-0 57—22x30—211640—190000—210—45470

2nd 601	SP 802	Baldwin	23765	1903	Sold to FdelP #616 12-21-1951
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Class C 2-8-0 57—25x30—239000— —185—51726

2nd 605	StLSW 554	Baldwin	38353	1912	Sold to FdelP #670 12-21-1951
2nd 606	StLSW 567	Baldwin	38522	1912	Sold to FdelP #671 12-21-1951
2nd 607	StLSW 574	Baldwin	40158	1913	Sold to FdelP #672 12-21-1951

Class C 2-8-0 55—22x30—204000— —200—44880

2nd 610	StLSW 514	Baldwin	33186	1909	Acq. 2- 3-47 FdelP #610 12-21-1951
2nd 611	StLSW 516	Baldwin	33220	1909	Acq. 9-12-47 FdelP #611 12-21-1951

Class C 2-8-0 55—23½x30—210000— —180—46088

2nd 612	StLSW 520	Baldwin	34805	1910	Acq. 9-14-48 FdelP #612 12-21-1951
2nd 613	StLSW 523	Baldwin	34856	1910	Acq. 9-20-48 FdelP #613 12-21-1951
614	StLSW 526	Baldwin	34859	1910	Acq. 4-22-47 FdelP #614 12-21-1951
615	StLSW 529	Baldwin	34912	1910	Acq. 12-20-47 FdelP #615 12-21-1951

Classes C-20, C-21, C-22 and C-23 2-8-0. Reblt. on SPdeM to Classes C-26, C-27, C-28 and C-29. For weights after rebuilding, see SP 3440-3469.

C-20 57—25x30—225000—196000—170—47530

C-21 Same as C-20

C-22 57—25x30—221600—193000—170—47530

C-23 57—23x30—216000—193000—200—47330

650	SP 3440	EP&SW 280-60	Baldwin	28099	1906	C-20	Acq. 11- 1-25	6-17-42
651	SP 3446	EP&SW 286-66	Baldwin	29881	1907	C-21	Acq. 12-31-25	7-13-42

Returned to SP

652	SP 3442	EP&SW	282-62	Baldwin	28101	1906	C-20	Acq.	12-31-25	7-14-42
653	SP 3443	EP&SW	283-63	Baldwin	28133	1906	C-20	Acq.	1-11-26	9-6-41
654	SP 3445	EP&SW	285-65	Baldwin	29880	1907	C-21	Acq.	12-31-25	5-22-42
655	SP 3447	EP&SW	287-67	Baldwin	29914	1907	C-21	Acq.	12-31-25	Scr. 2-28-1939
656	SP 3448	EP&SW	288-68	Baldwin	29915	1907	C-21	Acq.	12-31-25	8-29-41
657	SP 3449	EP&SW	289-69	Baldwin	29916	1907	C-21	Acq.	1- 2-26	7-9-41
658	SP 3452	EP&SW	292-208	Schen.	44466	1907	C-22	Acq.	1- 8-27	7-1-41
659	SP 3453	EP&SW	293-209	Schen.	44467	1907	C-22	Acq.	12-29-26	6-11-42
660	SP 3454	EP&SW	294-210	Schen.	44468	1907	C-22	Acq.	12-28-26	7-15-42
661	SP 3455	EP&SW	295-211	Schen.	44469	1907	C-22	Acq.	12-29-26	8-17-42
662	SP 3456	EP&SW	296-213	Schen.	44471	1907	C-22	Acq.	12-23-26	1942
663	SP 3457	EP&SW	297-214	Schen.	44472	1907	C-22	Acq.	12-28-26	Scr. 3-31-1939
664	SP 3458	EP&SW	298-215	Schen.	44473	1907	C-22	Acq.	12-28-26	1942
665	SP 3459	EP&SW	299-216	Schen.	44474	1907	C-22	Acq.	12-29-26	5-25-42
666	SP 3461	EP&SW	301-218	Schen.	44754	1907	C-22	Acq.	2- 8-27	6-17-42
667	SP 3466	EP&SW	306-224	Schen.	44760	1907	C-22	Acq.	2- 9-27	9-18-41
668	SP 3444	EP&SW	284-64	Baldwin	28134	1906	C-20	Acq.	3-14-27	1942
669	SP 3464	EP&SW	304-221	Schen.	44757	1907	C-22	Acq.	3-14-27	7-1-41
670	SP 3460	EP&SW	300-217	Schen.	44475	1907	C-22	Acq.	7-16-27	7-1-41
671	SP 3462	EP&SW	302-219	Schen.	44755	1907	C-22	Acq.	7-16-27	1-1942
672	SP 3463	EP&SW	303-220	Schen.	44756	1907	C-22	Acq.	7-16-27	7-5-41
673	SP 3465	EP&SW	305-223	Schen.	44759	1907	C-22	Acq.	11-15-29	6-13-42
674	SP 3467	EP&SW	307-225	Schen.	44761	1907	C-22	Acq.	11-15-29	7-7-42
675	SP 3469	EP&SW	309-227	Schen.	44763	1907	C-22	Acq.	11-14-29	6-25-1942
676	SP 3441	EP&SW	281-61	Baldwin	28100	1906	C-20	Acq.	11-29-29	1-1942
677	SP 3450	EP&SW	290-212	Schen.	44470	1907	C-23	Acq.	11-26-29	7-15-1942
678	SP 3451	EP&SW	291-222	Schen.	44758	1907	C-23	Acq.	11-27-29	7-3-1942
679	SP 3468	EP&SW	308-226	Schen.	44762	1907	C-22	Acq.	11-26-29	5-23-42

Engines 655 and 663 were Class C-27 and C-28 resp. when scrapped

Class PR-1 2-6-2 70—23x28—200500—136800—170—30580

701	SP 1900	EP&SW	134	EP&NE	20	Baldwin	21024	1902	Acq.	3-24-25	Scr. 7-11-1935
702	SP 1901		135		21	Baldwin	20999	1902	Acq.	3-24-25	Scr. 7-11-1935
703	SP 1902		136		22	Baldwin	21036	1902	Acq.	3-24-25	Scr. 5- 1-1934
704	Not delivered; see SP 1903										

Class A-3 4-4-2 81—20x28—202500—108000—210—24680

800	CRY&P	800	Brooks	45039	1908	Sold to S.P. #3066 12-31-1912					
801		801	Brooks	45040	1908	Sold to S.P. #3067 12-31-1912					
802		802	Brooks	45041	1908	Sold to S.P. #3068 2-14-1913					
803		803	Brooks	45042	1908	Sold to S.P. #3069 2-14-1913					
804		804	Baldwin	36214	1911	Retired 1934. Scrapped 1938					
805		805	Baldwin	36215	1911	Retired 1934. Scrapped 1938					
806		806	Baldwin	36216	1911	Sold to Ariz. Eastern #872—1912 To SP 3074					
850	FCdeS	850	Brooks	45043	1908	Sold to S.P. #3070 2-14-1913					
851		851	Brooks	45044	1908	Sold to S.P. #3071 2-14-1913					
852		852	Baldwin	36217	1911	Sold to Ariz. Eastern #870—1912 To SP 3072					
853		853	Baldwin	36218	1911	Sold to Ariz. Eastern #871—1912 To SP 3073					

Class MK-2 and MK-4 2-8-2 57—23 3/4 x30—266000—206200—210—52990 (A) 57—23 3/4 x30—286800—221800—210—52990

Returned to S.P.

850	SP 3211	Baldwin	36397	1911	MK-2	Acq.	4-1934	8-4-1941
851	SP 3214	Baldwin	36400	1911	MK-2	Acq.	4-1934	9-12-1941
852	SP 3218	Baldwin	40001	1913	MK-4	(A) Acq.	4-1934	9-1-1942
853	SP 3229	Baldwin	39970	1913	MK-2	Acq.	4-1934	6-25-1941

Class T-28 4-6-0 63—22x28—208000—162000—210—38400

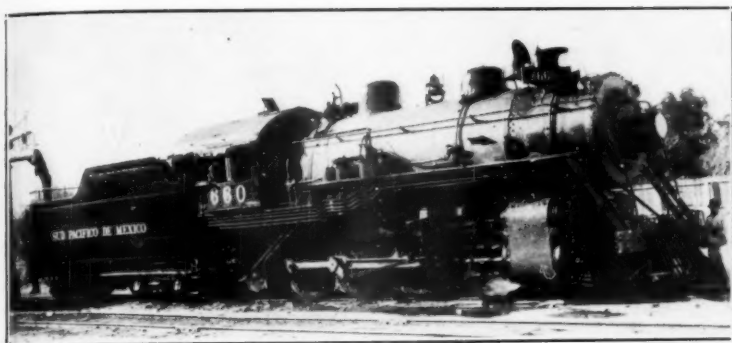
						Returned to S.P.
901	SP 2330	Baldwin	31979	1907	Acq.	3- 7-33 5-22-1942
902	SP 2314	Baldwin	31697	1907	Acq.	3- 7-33 6-18-1942
903	SP 2327	Baldwin	31882	1907	Acq.	3- 7-33 6-10-1942
904	SP 2335	Brooks	45055	1908	Acq.	3- 7-33 6-8-1942
905	SP 2340	Brooks	45060	1908	Acq.	3- 7-33 6-10-1942
906	SP 2321	Baldwin	31793	1907	Acq.	4-15-35 6-1-1942
907	SP 2323	Baldwin	31795	1907	Acq.	4-15-35 6-10-1942
908	SP 2325	Baldwin	31838	1907	Acq.	4-15-35 5-27-1942

Locomotives of the Ferrocarril de Sonora which were not on the road at the time of the formation of the S. P. deM. in 1912

FCdeS	1st	9	4-4-0	"Magdalena"	Rogers	2733	1881	56-16x24-69800	Sold to Mex. Cent. 1882
	2nd	9	4-4-0	Ex M. C. 43	Taunton	836	1882	55-17x24-78400	Off list by 1900
		10	4-4-0	"Yaqui"	Rogers	2734	1881	56-16x24-69800	Scr. 4-26-07
	1st	12	4-4-0	"Ardilla"	Rogers	2740	1881	56-16x24-69800	Sold to Mex. Cent. 1882
		14	0-6-0		Rogers	2932	1882	51-15x22-68400	Scr. 12-6-03
		15	0-6-0		Rogers	2934	1882	51-15x22-68400	Scr. 12-6-03
		16	4-4-0	Ex M. C. 44	Taunton	837	1882	55-17x24-78400	Scr. 1902
		17	4-4-0	"Sonora X. Xanduas"					
					Taunton	825	1882	55-17x24-78400	Scr. 5-1902
	18	4-6-0			Baldwin	18104	1900	63-19x26-131700	Sold to SP #2282 5-01

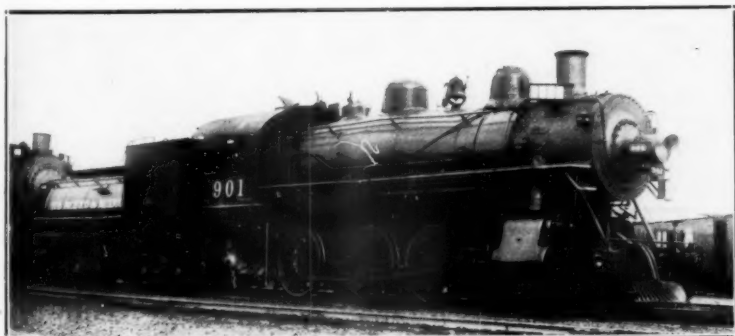
Locomotives of the Ferrocarril de Nacozari, taken over by the S. P.

4	4-6-0	Baldwin	15320	1897	53-16	x24	Ex EP&SW 105-4 A&SE 4	Acq. 7-23-07	Scr. by 1921
55	2-8-0	Baldwin	21786	1903	51-21½	x28	Ex EP&SW 214-55-21	Acq. 11-19-13	Scr. by 1930
56	2-8-0	Baldwin	21792	1903	51-21½	x28	Ex EP&SW 215-56-22	Acq. 7-31-17	Scr. by 1936
100	2-8-0	Altoona	419	1879	50-20	x24	Ex EP&SW 10-PRR 519	Acq. 5-02 Returned 6-07 EP&SW 58	
101	2-8-0	Baldwin	3852	1876	50-20	x24	Ex EP&SW 14-PRR 3013-NC 13	PRR 224 Acq. 10-03 Returned to EP&SW #59 6-1907	
102	2-8-0	Baldwin	26350	1905	51-20	x24	Scrapped in 1934		
103	2-8-0	Baldwin	28464	1906	51-20	x24	Sold to S. P. 3rd 2500	4-13-42	
104	2-8-0	Baldwin	32216	1907	51-20	x24	Scrapped in 1934		



Courtesy of Fred Stindt.

S. P. deM. 660, Empalme, Son., 1938. C-28. Schenectady, 1907.
Ex. E. P. & S. W. 294-210; S. P. 3454.

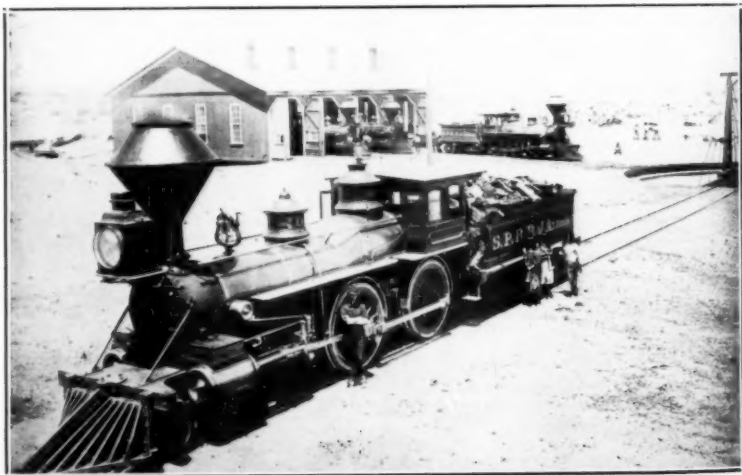


S. P. deM. 901, Los Angeles, 1933. T-28. Baldwin, 1907. Ex. S. P. 2330.



Courtesy of Seth T. Arkills

G. V. G. & N. 1. Globe, Arizona, 1898. Schenectady, 1868. Ex. C. P. 60. "Jupiter"; later C. P. 119, rebuilt 1891.



Courtesy of C. E. Fisher

S. P. of Arizona Nos. 8 & 10. Schenectady, 1880. S. P. of A. 8, S. P. 88-1310; S. P. of A. 10, S. P. 90-1320.

List of Abbreviations of Railroads Used in the Locomotive Lists

A. & S.M.	—Alamagordo & Sacramento Mountain	F.C.de N.	—Ferrocarril de Nacozari
A. & C.	—Arizona & Colorado	F. & C.C.	—Florence & Cripple Creek
A.E.	—Arizona Eastern	F. & A.	—Franklin & Abbeville
A. & N.M.	—Arizona & New Mexico	F. & N.	—Fredericksburg & Northern
A. & S.E.	—Arizona & Southeastern	G.H. & S.A.	—Galveston, Harrisburg & San Antonio
A. & C.R.	—Astoria & Columbia River	G.L.P. & H.	—Galveston, LaPorte & Houston
B.S.L. & W.	—Beaumont, Sour Lake & Western	G.V.G. & N.	—Gila Valley, Globe & Northern
B.B.B. & C.	—Buffalo Bayou, Brazos & Colorado	G.R. & I.	—Grand Rapids & Indiana
B.F.B. & C.	—Burrs Ferry, Brownell & Chester	G.N.	—Great Northern
B.C.	—Butte County	G.S.	—Gulf Shore
C.C.	—California Central	G.W.T. & P.	—Gulf, Western Texas & Pacific
C. & N.E.	—California & Northeastern	H. & S.L.	—Hanford & Summit Lake
Cal.P.	—California Pacific	H. & B.V.	—Hearne & Brazos Valley
C.W.	—California Western	H.I.T.	—Holton Interurban Terminal
C.R.Y. & P.	—Cananea, Rio Yaqui & Pacifico	H.E. & W.T.	—Houston East & West Texas
C.C.C.Co.	—Cananea Consolidated Copper Co.	H. & T.C.	—Houston & Texas Central
Carl. & C.	—Carlton & Coast	I.C.	—Illinois Central
C. & C.	—Carson & Colorado	I.R. & N.	—Ilwaco Ry. & Nav. Co.
C.C.T. Co.	—Central California Traction Co.	I. & M.	—Independence & Monmouth
C.N.E.	—Central New England	L.S. & E.	—Leesville, Slagle & Eastern
C.N.E. & W.	—Central New England & Western	L.C. & N.	—Lake Charles & Northern
C.P.	—Central Pacific	L.S. & M.S.	—Lake Shore & Michigan Southern
C.T. & N.W.	—Central Texas & Northwestern	L.T.R. & T.	—Lake Tahoe Ry. & Transp. Co.
Chat. B. Co.	—Chatamoc Brewing Co.	L.A.C.	—Los Angeles County
C.O. & S.W.	—Chesapeake, Ohio & Southwestern	L.A. & I.	—Los Angeles & Independence
C. & A.	—Chicago & Alton	L.A. & S.P.	—Los Angeles & San Pedro
C. & I.M.	—Chicago & Illinois Midland	L.W.	—Louisiana Western
C.N.O. & T.P.	—Cincinnati, New Orleans & Tex. Pac.	M. & P.	—Maricopa & Phoenix
C.N.	—Cincinnati Northern	M.P. & S.R.V.	—Maricopa, Phoenix & Salt River Valley
C.S.	—Cincinnati Southern	Mas. & W.	—Mascot & Western
Col.Sou.	—Columbia Southern	M.C.	—Mexican Central
C.H.V. & T.	—Columbus, Hocking Valley & Toledo	M. & W.	—Minarets & Western
C.B.R. & E.	—Coos Bay, Roseburg & Eastern	M-K-T	—Missouri-Kansas-Texas
C. & E.	—Corvallis & Eastern	Mon.	—Monongahela
D.G.C.	—Dayton-Goose Creek	M.L. & T.	—Morgan's Louisiana & Texas
D.L. & W.	—Delaware, Lackawanna & Western	M.C. & St.A.	—Moscow, Camden & St. Augustine
E.T. & G.	—East Texas & Gulf	N de M.	—Nationale de Mexico
E.J. & E.	—Elgin, Joliet & Eastern	N.C.O.	—Nevada-California-Oregon
E.P. & N.E.	—El Paso & Northeastern	N.C.	—Nevada Central
E.P. & S.E.	—El Paso & Southeastern	N.C.N.G.	—Nevada County Narrow Gauge
E.P. & S.W.	—El Paso & Southwestern	N.V.	—Newaukum Valley
F.C.R.M.	—Ferrocarril Rio Mayo	N.M.C.	—New Mexico Coal Co.
F.C.de S.	—Ferrocarril de Sonora	N.O.O. & G.W.	—New Orleans, Opelousas & Great Western
F.del P.	—Ferrocarril del Pacifico		

N.Y.C.	—New York Central	S.D. & S.E.	—San Diego & Southeastern
N.Y.T. & M.	—New York, Texas & Mexican	S.F. & A.	—San Francisco & Alameda
N.Cal.	—Northern California	S.F. & N.P.	—San Francisco & North Pacific
N.C.	—Northern Central (PRR)	S.F. & O.	—San Francisco & Oakland
N.E.	—Northern Electric	S.F. & S.J.	—San Francisco & San Jose
N.R.	—Northern Railway	S.J. & E.	—San Joaquin & Eastern
N.W.P.	—Northwestern Pacific	S.J.V.R.R.	—San Joaquin Valley R. R.
O.A. & E.	—Oakland, Antioch & Eastern	S.A. & N.	—Santa Ana & Newport Beach
O.T.	—Oakland Traction Co.	S.M.V.	—Santa Maria Valley
O.R. & C.	—Ohio River & Columbus	S.P.C.	—South Pacific Coast
O.S.	—Ohio Southern	S.S.F.B.	—South San Francisco Belt
Ore.	—Oregonian	S.C.M.R.	—Southern California Motor Road
O. & C.	—Oregon & California	S.P.	—Southern Pacific
O.C.	—Oregon Central	S.P.Ar.	—Southern Pacific of Arizona
O.C.E.S.	—Oregon Central, East Side	S.P.N.M.	—Southern Pacific of New Mexico
O.P.	—Oregon Pacific	S. & C.	—Stockton & Copperopolis
O.R. & N.	—Oregon Railway & Navigation	S.T. & E.	—Stockton Terminal & Eastern
O.S.L.	—Oregon Short Line	S. & V.	—Stockton & Visalia
P.E.	—Pacific Electric	St.L.S.W.	—St. Louis Southwestern
P.R.R.	—Pennsylvania Railroad	S.P.deM.	—Sud Pacifico de Mexico
P. & E.	—Phoenix & Eastern	T.M.	—Texas Midland
P. & L.E.	—Pittsburg & Lake Erie	T. & N.O.	—Texas & New Orleans
P. & Y.	—Portland & Yamhill	T.T.	—Texas Trunk
P.I. & R.G.V.	—Port Isabel & Rio Grande Valley	T. & O.C.	—Toledo & Ohio Central
P.R. & N.	—Pacific Ry. & Navigation Co.	T.V. & N.	—Trinity Valley & Northern
P. & W.V.	—Portland & Willamette Valley	U.P.	—Union Pacific
R. & S.	—Raleigh & Southport	U.S.S. & R.	—United States Smelting & Refining Co.
S. & E.T.	—Sabine & East Texas	U. & N.	—Utah Northern
S. & P.	—Sacramento & Placerville	U.S. & G.	—Urbana Sand & Gravel Co.
S.V.	—Sacramento Valley	Uv. & N.	—Uvalde & Northern
S.F.C. & W.	—Salem, Falls City & Western	V.V. & C.L.	—Vaca Valley & Clear Lake (orig. Vaca Valley RR)
S.A. & A.P.	—San Antonio & Aransas Pass	V. & O.V.	—Ventura & Ojai Valley
S.A. & G.	—San Antonio & Gulf Shore	V.T. & S.	—Verde Tunnel & Smelter Co.
S.B. & R.	—San Bernardino & Redlands	W. & N.W.	—Waco & Northwestern
S.D. & A.	—San Diego & Arizona	W.S.	—West Shore
S.D. & C.	—San Diego & Cuyamaca	W.W.	—West Wisconsin
S.D.C. & E.	—San Diego, Cuyamaca & Eastern	W.O.	—Western Oregon
		W.P.	—Western Pacific Railroad

Steam Locomotives of the Southern Pacific

BY D. L. JOSLYN

Like most railroads that had their beginning when railroads were not so very old, the Southern Pacific has had, down through the years, some odd and unusual motive power. It has ever been to the front with latest devices and safety appliances, and, in most instances, has been out in front in up-to-date motive power and parts. From the earliest days of its existence, one man was more or less responsible for the design and type of its locomotives. It was not until his death, early in the twentieth century, that his influence was no longer felt on the S. P. But, as we are not interested this time in the men who created, but rather in their creations, we shall proceed with that phase.

The first locomotive to operate on the Central Pacific R. R. of California (parent organization of the present S. P.) was the 4-4-0, C. P. No. 1, *Governor Stanford*, named in honor of the first president of the road. This little mill, for five-foot gauge when it first came, was soon thereafter rebuilt to standard gauge. Outshopped from the works of R. Norris & Son, of Philadelphia, in 1862, she went into service, after a long ocean voyage, at Sacramento, on November 11th, 1863. Its first work was helping to build the new railroad. With 15" x 22" cylinders, 54" drivers and 100-lb. steam pressure when placed in service, this little locomotive exerted less horse power than one of the present-day huge trucks that race up and down our highways.

After a few years of service in helping to build the road, the *Governor Stanford* was relegated to the prosaic task of switching around the shops and station, ending its days in that work about 1894. During that period, it was rebuilt with a somewhat larger boiler, new 16" x 22" cylinders, 57" drivers and steam pressure increased to 145 lbs., with some other modernizing done at that time. In 1891, to conform to the new system of numbering motive power and cars, its number was changed to 1174, but there is no record that the number 1174 was ever placed on the locomotive. There is a rumor and a supposed record that, when the No. 1 was retired in 1894, it was sent to Stanford University. However, the writer recently acquired an old record book of locomotives entitled "Report of engines in shop, awaiting repairs, set aside and condemned." Under date of January 12th, 1895, is the notation, "*Governor Stanford*, No. 1, laid aside, unserviceable." Under date of November 23rd, 1895, is the notation, "*Governor Stanford*, No. 1, condemned, useless." It remains such from month to month in the report until February 18th, 1899, when it is noted, "*Governor Stanford*, No. 1, taken in shop for repairs." Under date of March 18th, 1899, she is known as "completed and out of shop." Nothing further is reported and, as the engine is and has been at Stanford University ever since the writer can remember, there is no doubt that the correct date for removing the engine to Stanford was sometime during March or April, 1899.

In connection with this little historic locomotive, we quote from the papers of 1872. "The new shops of the Central Pacific Railroad, built over what was a few years ago a stagnant slough, are now in full working order and are as modern as any in the country. Working around the shops and depot is a relic in the shape of the first engine to operate on this railroad, the old *Governor Stanford*." Imagine that, only ten years of age, and a relic!

In the period when the C. P. was being built, there was a large demand for locomotives all over the country, and the Civil War was in progress. The U. S. Government was taking many locomotives, labor was short, and the C. P. was compelled to take whatever motive power they could get, except that C. P. Huntington, Vice-president, and in charge of buying supplies, motive power and cars, would not, under any circumstances, buy from or deal with the Baldwin Locomotive Works. Otherwise, Huntington took whatever he could get, with the result that, after the road was completed to Promontory and a junction with the U. P., on May 10th, 1869, the C. P. found itself with a conglomeration of assorted motive power, much of it pretty well worn out from the pounding it got in building the road. Repairs were started at once at Sacramento shops. Some of the iron horses were completely rebuilt, many were simply repaired enough to keep them going. Among this bunch of iron horses were some that come under the heading of odd and unusual, some were just plain locomotives.

The first 163 locomotives of the C. P. were named as well as numbered. To these later were added named engines acquired from other roads that came under the C. P. control. Just who was responsible for the names of those first 163 C. P. locomotives I have never been able to find out. Among these were several 2-6-0 type that the C. P. never had much use for, although they did valiant duty when the road was abuilding. As soon as possible, these 2-6-0 locomotives were rebuilt to 4-4-0, and one was rebuilt to an odd-looking 4-6-0. There was another class of locomotives of which the C. P. had several, all from Mason. They were 4-6-0, and had three pairs of drivers bunched under the back end, with an engine truck of 72" wheel base. These engines were not much good on the "Hill," but were used over the desert. One of them, No. 17, named *Idaho*, worked out of Ogden, and someone over there had the bright idea of lengthening the back end, to secure a longer firebox. Whoever designed the extra length of back end, did so without proper authority or permission, and did not know much about boilers, for that addition was put on with a single row of rivets, both in the outside wrapper sheet and the firebox. Result, on the second trip out, the back end and the firebox let go, scattering the locomotive all over the desert, killing the engineer and fireman, and wrecking a number of cars of freight. The No. 17 was never rebuilt.

On the other hand, the first of the engines of this type to arrive at Sacramento, No. 6, lasted through the years and was rebuilt with a larger and different type of boiler, during the '80's. She was broken up in 1908, which gave her 44 years of service, even though she did have a new boiler and a new set of cylinders in that time.

In that first lot of C. P. locomotives were two that deserve mention here. They were the little 0-6-0 tank locomotives, *Samson*, No. 26, and *Goliath*, No. 27, later renumbered 1012 and 1013. They were odd-looking, with their huge cabs that looked like a house set on the back end. The No. 27 was at Wadsworth and Carlin, in Nevada, for almost its entire life, and for years but one engineer ran her, doing it alone, without any fireman. The No. 26, later No. 1012, had the honor and distinction of being the first, or, at least, one of the first, locomotives assigned to wrecker service, and was stationed at Truckee for years, attached to the wrecking train, ready to dash off at any minute to help put a car or locomotive back on the rails.

Then there was No. 25, a 4-6-0 McKay & Aldus engine, named *Yuba*, that came down the grade too fast and went over Cape Horn and on down into the American River, where she still is as far as any one knows. In 1905, some of us brave, young sprouts went to Colfax via the morning local train, hiked on down the narrow gauge tracks to Long Ravine, then on down into the canyon through which the river flows. We hunted for the engine, as the water was low at that time. We did not find it, but we did find oil cups that could have come off of the engine. Also, we found, by the time we got back to Colfax about ten that night, that we were too late for the last train home, and, for several days thereafter, were too tired to get to work.

All good railroaders, regular or just picture hounds, are familiar with C. P. No. 60, *Jupiter*, that took part in the driving of the last spike at Promontory, Utah, on May 10th, 1869. But how many know that the *Jupiter* had not been chosen for that honor, but another locomotive had been conditioned and newly painted, and all dolled up to haul Stanford's train to the ceremony? Somewhere along the line the *Antelope* was knocked out by a blast that sent a pile of rocks over onto her. The *Jupiter* was in the house at Truckee and was quickly fueled and fired up, and made the run up the hill to where the president's train was stalled. She helped to re-rail the *Antelope*, and then dragged her and the train to Truckee. From there on the *Jupiter* took the limelight.

And then there was the *Black Fox*, No. 149, that made such a splendid run with the Jarrett & Palmer special train the entire distance from Ogden to Oakland. We could go on and on and tell of the different deeds that those old-time babies did, and of the men that ran them, but right now we are getting off the beam. What we are to tell is about the motive power of the S. P.

In 1871, the General Master Mechanic (Supt. of M. P.) suggested to the management that the shops at Sacramento were equipped to build their own locomotives, and permission was given to go ahead and build ten heavy 4-4-0 locomotives. The first of these turned out was said to be C. P. No. 173. However, there is some doubt as to whether this engine or No. 55 was the first. Be that as it may, in my possession is drawing No. 1172, prepared by the Sacramento drafting department, entitled "General Plan, New 17" x 24" Locomotives." When the Norris-Lancaster locomotive No. 173 was brought into the shop for repairs, it was so completely rebuilt to this drawing that little of the

original locomotive remained. When it was outshopped in 1872, builder's plates applied between the mud-guards over the drive wheels read "Built by C. P. R. R. Sacramento, 1872."

Business continued to increase to the extent that larger and more powerful motive power would be required to handle the trains over the Sierra Nevada mountains. Also, fuel was a big item. While wood was still being used as fuel, more and more coal-burners were being converted from wood-burners. Coal came all the way from the eastern seaboard, via Cape Horn and up the coast to San Francisco, where it was unloaded on to river barges and brought to Sacramento and stored, supplies being sent out in carload lots to outside points. Considerable thought was given to economy, and that led A. J. Stevens to work out what he called a boiler economizer, which today we would call a feed-water heater. This economizer worked as follows: A high dome was built on top of the boiler, just back of the tube sheet. The interior of the dome was fitted with a number of baffles and perforated plates. Feedwater from the crosshead pump or injector would enter the dome at the top, and in trickling down through the baffles and plates would be heated. It worked, but not to the extent of saving a great deal of fuel and, while many of the eight- and ten-wheelers were equipped, the economizers were soon taken off and forgotten.

Along in the summer of 1880, after it was decided that heavier power was required on the Sierra Nevada mountains, the Chief Draftsman was instructed to go ahead with plans he had in mind, and C. P. No. 229 was the result of his drawing board design. No. 229 could be called odd and unusual for her day, as she had several features that were new and novel then, but were later accepted as necessary. She had clasp brakes on the drivers, power reverse, a combustion chamber in the boiler ahead of the firebox, and double valves—upper and lower at each end of the steam chest. These valves gave admission of steam directly over the end of the cylinder. An odd feature was that the valves were actuated by three eccentrics on each side. The locomotive was reversed through a curved rocker. Two reverse levers were provided.

No. 229 was outshopped at Sacramento, in April, 1882. When she was ready to be pulled out of the shop on to the transfer table, no one took notice of the height of the stack with reference to the height of the door opening. The result was that the high diamond stack was knocked off of the engine and the doorway of the machine shop was badly damaged. This engine burned either coal or wood, so, in keeping with the policy, long standing on the C. P., No. 229 had a diamond stack, larger and higher than on the ordinary locomotive of the period. Another odd feature was the cab with the clerestory, and the lowered overhang over the deck, to protect the fireman in bad weather. That overhang caught many an unsuspecting fireman or engineer when he ascended the deck of the tender, as his head would come in contact with the edge of the overhang, and he would see the Stars and Stripes, or maybe just stars, while the air would be blue with backward said prayers of the injured party.

Tried out on the mountains, the No. 229 proved successful, and was sent to the Cooke Locomotive Works together with plans and some of the men who had built her. Cooke built twenty more like her, except that there were a few minor changes made and 20" x 30" cylinders were used instead of the 19" x 30" on the No. 229. These locomotives of the 4-8-0 type operated for a number of years on the Sierras and also on Tehachapi Hill, where they gave good service. Some were soon rebuilt with single valves instead of the upper and lower type. Charles T. Noyes, Asst. Chief Draftsman at Sacramento, finally redesigned the engines, and a few were built to his designs.

No. 229 and the Cooke locomotives proving so successful, President Stanford ordered A. J. Stevens to get busy at once and build a larger and more powerful locomotive. In fact, his orders were, "Build the largest locomotive in the world." And Stevens did. Mr. Howard Stillman was assigned the job of designing the engine as outlined by Stevens. The *Sacramento Union*, of November 1st, 1883, had this to say about this locomotive, "At the Central Pacific Railroad shops in this city, there is now nearing completion a giant locomotive to be named 'El Gobernador,' or 'The Governor.'" It is being constructed with the greatest care, of the finest materials, from the designs of A. J. Stevens, General Master Mechanic, and is different from designs of other locomotives built for this and other roads. It will be the largest locomotive ever constructed, being 20 tons heavier than an ordinary locomotive, and much fear is being expressed that it will be too heavy for the track. But Mr. Stevens holds no fear of that and has made his calculations such as to avoid any danger from that source."

The locomotive was fitted with a Stevens special design of valve gear employing but one eccentric and reversing from a curved rocker. This type valve gear was the only one ever built by Stevens, and the cylinders were equipped with rotary balanced valves with double admission and exhaust. The valves were placed as near the end of the cylinder as possible, to save clearance space that would otherwise be filled and exhausted uselessly with steam. The engine was equipped with clasp brakes and steam reverse gear, as well as the conventional hand reverse lever. The boiler was of the wagon-top type, with combustion chamber. The back pair of drivers had a lateral movement of one-half inch in each direction, and the locomotive was, therefore, able to take a fifteen-degree curve, and there were none on the C. P. quite that short.

On the trial trip the rotary valves were found to be of no value and, in fact, they did not work worth a cent. Hanging on my wall is the original drawing No. 2282, dated November 8th, 1883, and entitled "Rotary valves and gear for 21" x 36" locomotive." This drawing was salvaged from the scrap heap, where it had been thrown out with other discarded drawings, and a close study of the drawing shows that the gear would not work. It was taken off, and new cylinders and the first of the A. J. Stevens double valves were applied with a type of Stevens valve gear such as no other C. P. locomotive ever had. This worked perfectly. (See Bulletin No. 65 for drawing and description of this valve gear).

Placed in service in March, 1884, No. 237, *El Gobernador* was partly dismantled and sent down to Bakersfield, partly on flat cars and partly on its own wheels. Tried out as a pusher on the heavy trains over the Tehachapi Hill, the No. 237 was a dismal failure. The 21" x 36" cylinders were out of proportion to the boiler and it was just impossible to keep up steam. After a few years of service, and some alterations which did not make the engine serviceable, she was sent back to Sacramento and, after sitting around the shops for a couple of years, was dismantled in July, 1894, and the boiler was placed in shop service as a stationary boiler at the machine shop, until it was scrapped in 1905.

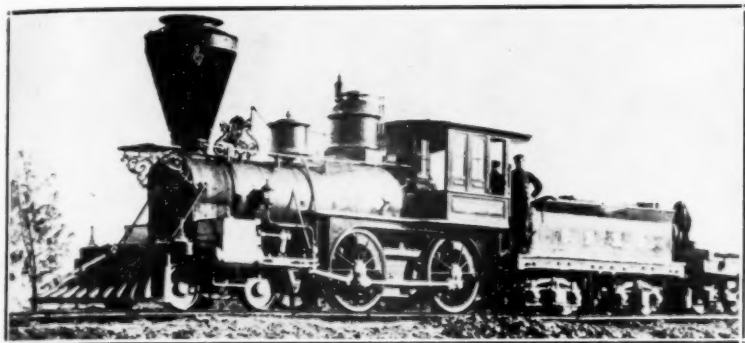
Starting in 1885, and on through 1888, a number of locomotives were built at Sacramento shops, of the 4-4-0, 4-6-0, 2-8-0 and 2-6-2-Tank types. All except the 2-6-2-T locomotives were equipped with the Stevens valve gear, as illustrated and described in Bulletin No. 65, of October, 1944. This gear was always referred to by railroad men as the "Stevens Monkey Motion" because, as the locomotive went along the rails, the return crank and eccentric rod had the appearance of a monkey hopping along.

In connection with the Stevens valve gear, there were also the Stevens balanced and shielded valves, one at each end of the cylinder. The lap and lead governor was suspended to allow it to give a trifle in each direction. Reversing was done through the curved rocker. Cross-heads on nearly all of these Stevens locomotives were of the Laird type, with upper and lower guide bars. Drawing of the Stevens balanced valve with shield is shown in Bulletin No. 65, page 24. These were typical on the C. P. and S. P. locomotives, and were in use before the days of the American balanced valve.

It will be noted that many of the engines built at the Sacramento shops in the early days, as well as many of the purchased locomotives, had cylinders that were inclined, the front being higher than the back. The packing in the cylinder head, where the piston passed through, was greased hemp. The rings on the piston head were not as tight as they were later on. Hence the cylinders were inclined to allow the water to run back and out of the lower cocks on the cylinder. In placing a locomotive in the house or on a storage track, orders were to be sure to OPEN the cylinder cocks.

Another feature of the A. J. Stevens locomotives were the boilers with radial staybolts of Stevens' own design. In other words, few Stevens engines had boilers with crown bars. Many of his engines had other features that later were thought of as something new. One that never found much favor was the outside bearings on the engine trucks. In some instances bearings were placed both inside and outside on the trucks. At the time that Stevens passed away in 1888, there were plans being prepared for more of the Stevens engines, but much larger than the consolidations he had built. With his death, the building of locomotives ceased at Sacramento shops.

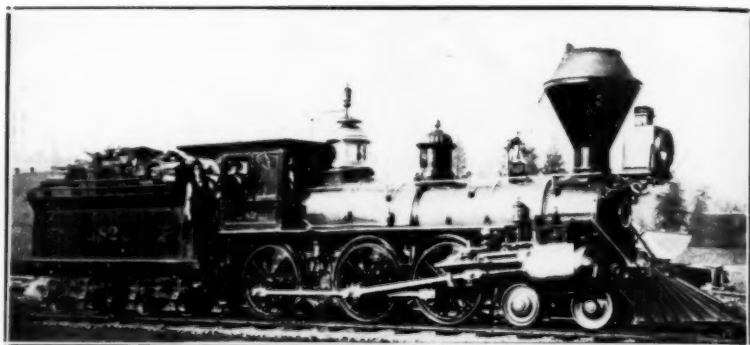
Mr. H. J. Small was imported from some eastern road and given the position of General Master Mechanic, only it was soon changed to General Supt. of Motive Power. Small did not like the Stevens engines, in fact, he frowned on any company-built locomotives, and he was very



C. P. 1, "Gov. Stanford." R. Norris, 1863. Later C. P. 1174.
Presented to Stanford University.



C. P. 11. William Mason, 1865. Later C. P. 1120.



C. P. 82, Truckee, Calif., 1878. Rogers 1868. Later C. P. 1544.

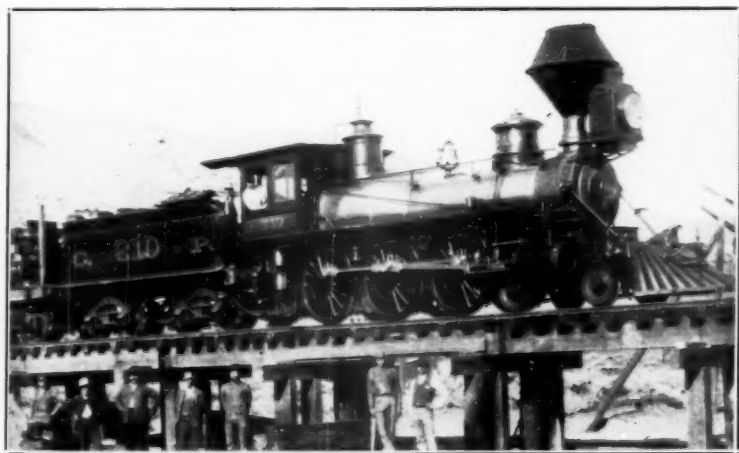


Courtesy of D. L. Joslyn

C. P. 188, As Built. C. P. Co., Sacramento, 1873. Later C. P. 1st 1368.

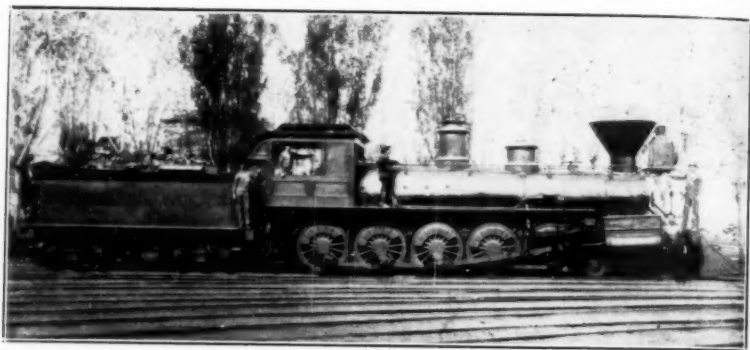


C. P. 191 Hauling First Train into Porterville, Calif., 1881. Schenectady 1875. Later C. P. 1556.



Courtesy of D. L. Joslyn

C. P. 210. Danforth & Cooke 1876. Later C. P. 1575; S. P. 2010.



C. P. 237, Sumner, Calif., now Bakersfield, 1885. "El Gobernador." C. P. Co., Sacramento, 1882.
later C. P. 2050.



C. P. 1193. R. Norris, 1867. Ex. C. P. 31. Later S. P. 2nd 1215, S. P. 1488, later S. T. & E. 1,
in service in 1941.

partial to the Schenectady cross-compounds, that were at that time appearing on the American railroads. Schenectady, in their advertisements, claimed that a saving of 15% to 30% would result from the economy of the two-cylinder compound, or cross-compound, and highly recommended them to the railroads of the country. The S. P. went for the cross-compounds in a big way and soon had a number of ten-wheel and twelve-wheel Schenectady two-cylinder compounds running on the road. However, the claim that a saving of 15% to 30% in fuel and repairs would result from the use of their engines was not borne out in practice. In starting, it was necessary to admit some live steam to the low-pressure cylinder, and quite frequently it would happen that the engineer would forget to shut off the starting valve when the engine started to work easy, with the result that steam was wasted, and a strain was put upon the machinery.

The test department ran a test on the compounds and in their report said in part, "The locomotives of the 12-wheel kind, having the high-pressure cylinder on the left side, low-pressure on the right side, wherein the live steam from the boiler enters first the high-pressure and is then exhausted into a receiver pipe that circles the smokebox interior, and from thence to the low-pressure cylinder, has been given exhaustive tests. In making this test, boilers were in good condition, steam pressure right up to allowable pressure, all valves and fittings were in good shape and no leaks, and new snap rings on pistons. Our tests of fuel and water consumption did not bear out the savings as listed by the locomotive builders." The report was very lengthy and will not be listed here.

So much trouble was had with the cross-compounds that the drafting department was called in to rectify the trouble, if possible. A new low-pressure cylinder was designed, having a patented intercepting valve cast in the cylinder. This intercepting valve was automatic and allowed the locomotive to work as a simple engine until about fifteen miles per hour was attained, when it would automatically cut the engine over to compound, and, if the engine would get to working too hard as a compound, the valve would change over to allow working as a simple engine. This helped a lot, but, even so, the "old cows," as they were called, were eventually rebuilt to simple engines, although some of the 4-8-0 type were still compounds as late as 1930, or even a little later.

Another locomotive that Small thought would be a wonder was the Vaucrain compound. The first of these the company ordered were the moguls, 2-6-0, that came from Baldwin in 1901-03. Some of these moguls were equipped with Vanderbilt corrugated cylindrical fireboxes. It was thought that the cylindrical firebox, made of corrugated iron or steel, would not collapse, but such was not the case. Until the fireboxes of this type were made heavier, that is, of heavier material, they gave a great deal of trouble, but they were not accidents where property was damaged or mankind injured. All of the Vaucrain compounds were soon rebuilt to simple, and the Vanderbilt fireboxes were soon removed.

In 1902, there came along another type of locomotive from Baldwin, the Atlantics with 84" drive wheels. Golly, how those babies could fly in the valley, but they were not worth a hoot on the mountains. The

Vauclain compound cylinders, that were bally-hooed by the builders, did not make all the savings that they were supposed to, and the big, low-pressure cylinders were a drag when the locomotive was drifting, so much so that some live steam had to be used to stop the drag.

In 1903, came the second bunch of Atlantics, Vauclain compound locomotives with Vanderbilt cylindrical fireboxes. These engines presented an odd appearance with their extended wagon-top boilers, the Vanderbilt firebox, with the back of the boiler sloping downward toward the firedoor, and the two pairs of 79-inch drivers, connected like a 4-4-0 locomotive.

Some thought was given to rebuilding these Atlantics, and some drawings were prepared, but the work was never done and the queer-looking Atlantics were scrapped when they got badly worn, and not much money was spent on keeping them up, except to replace the corrugated fireboxes when they would give way. The first ones, those with the large drivers, were also broken up when they got badly worn.

In passing we must mention the old-time Sweeney air brake that was applied to many 8- and 10-wheel locomotives. Air pumps were small in those days of the 1890's, and to keep up and provide ample air pressure, the steam cylinders were made to do as an air pump when the engine was drifting. I have seen and heard many of those old appliances at work, when I first entered the service of the S. P., in 1902.

It is not our intention to mention all types and classes of locomotives that have worked on the S. P. Lines, but we must mention one or two more. The first two Mallets came in 1909, and, as they made so much grief for the engine crews on account of the hot gasses coming down and into the cabs when going through tunnels and snow sheds, the next lot came turned end-for-end, and operated with the firebox end ahead. Eventually there were 49 of this class. Later, the larger class of articulated consolidations came and worked all over the S. P. In fact, those cab-ahead locomotives were looked upon as sort of badge or trade-mark of the S. P. They are being scrapped now and many have already gone via the torch.

Now let us skip over to World War I. With the coming of that war, more motive power was needed and, as the builders were busy with government orders, locomotives were not so easy to acquire. So, the S. P., after twenty-nine years, once more started locomotive building at their Sacramento shops. For years, it was the custom of the S. P. to carry spare fireboxes, front and back flue sheets, and even entire boilers for motive power that was used the most, or of which there were more units. Also, carried in stock were cylinders all machined and ready for application to a locomotive that needed a cylinder. Even frames were carried in stock. An engine would come in and there would be a small amount of work necessary on the frames, driving wheel tires and running gear, but the boiler would need complete repairs. It was then handy to simply lift the old boiler off, and place the repaired or the new boiler on to the frames. It was equally simple to put in a new flue sheet or firebox, taking the old one out and repairing it ready for the next job.

The drawing room made a survey and found a boiler, frame, cylinders and drive wheels for a consolidation locomotive. Work was started at once and early in August, 1917, locomotive No. 2839, class C-10, proudly took its place on the roster of locomotives.

Mention was made of changing boilers. This gave the picture hounds a bad time, for there would be a locomotive listed as Baldwin-built, and on the smokebox would be a Schenectady builder's plate, and that would confuse them. Builders' plates were not always removed, in fact, they were not taken off unless they happened to get in the way of some feature being applied, then they would be knocked off and sent to the scrap pile. This would cause no confusion with the company records, as the company kept track of the boilers by stamping a number on the edge of the steam dome, and/or also on the back head.

When No. 2839 was about to leave on a trial trip, someone discovered that Baldwin plate No. BLW-30361 was on one side of the smokebox, and no builders' plate was on the opposite side. The Baldwin plate was quickly knocked off and sent to the scrap heap. No. 2839 made the trial trip and, on its return, brand new plates, "Built S. P. Co. Sacramento, August, 1917," were on hand and fastened to the sides of the smokebox.

S. P. No. 2840, class C-10, soon followed the No. 2839 in service, built from spare parts and with the shell of Baldwin boiler, BLW-27263, as the boiler had a new firebox, new front and back flue sheets and new flues. It was recorded in the lists as built in October, 1917.

During 1918 and 1919, there were seventeen more of the C-10 first class built by the S. P., and these had all new parts. New frames and drive wheel centers were cast at the steel foundry at the Sacramento shops. Cylinders and other cast iron parts were made in the iron foundry, and brass parts cast in the brass foundry at the same shops. Three of these C-10 class were assembled at Los Angeles shops, and two at Ogden, from parts made at Sacramento.

In September, 1917, a new 4-6-2, No. 2459, built from spare parts, was turned out, followed by No. 2460, also from spare parts, as of April, 1918. These two locomotives gave good service for a number of years, even though they were class P-3 along in the list of P-5 class.

Then using the rebuilt boilers from Baldwin, numbers BLW-22431, 19704 and 22346, in the order named, locomotives 1823, 1824 and 1825 rolled out of the Sacramento shops. These were moguls, class M-6, put in service in 1917-18. Also, in 1918, the shops built two more moguls, class M-9, and these were built completely new and from designs of the S. P. drawing rooms at Sacramento and San Francisco.

Sacramento by now was hitting her stride in the locomotive building game by turning out thirty-two of the heavy 0-6-0 locomotives, class S-12, beside furnishing Los Angeles parts for six more. These were built starting in 1919 and ending in 1923. These S-12 engines, 0-6-0 switchers, were designed in the San Francisco office of the S. P., and were equipped with all the latest devices and were superheated. Most of the parts of these locomotives were made at Sacramento shops, the steel, iron and brass foundries providing the most parts. Boilers were made in the boiler shop from special steel purchased from the

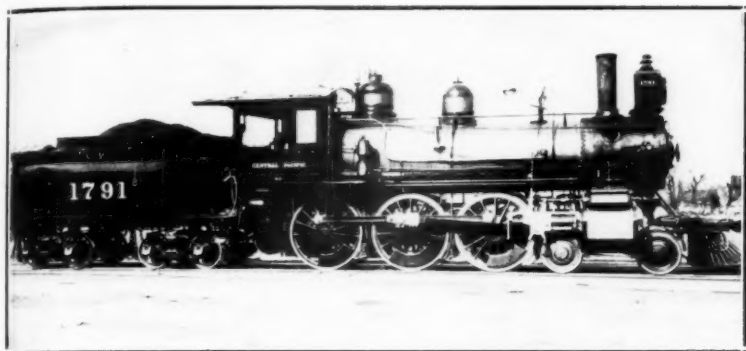
eastern mills. The tenders were of a new design for switchers, and were cylindrical in place of the fan-tail or rectangular types. Profiting from past experiences, the water and oil tanks were made separate, so there would be no leakage between tanks of oil and water, such as the S. P. once had.

Of these thirty-eight switchers, some were dolled up in grand style for use at the passenger stations. For instance, the No. 1276, that worked at the Sacramento station, had hand rails on both engine and tender, bell, whistle, cylinder-head casings and all acorn nuts on the front end nickel-plated. The boiler jacket was the so-called Russia iron. The jacket bands were highly polished. The lettering on the tender and the numbers on the tender and cab were cast brass, highly polished; later, these parts were nickel-plated. Also, the No. 1276 had a bell that came off of one of the old Oregon & California locomotives, and it had a beautiful tone. Johnnie Norton, engineer of No. 1276, secured from some source an old locomotive whistle made by the Star Brass Company, and it was a real old-timer. The "Super" allowed him to use it on the engine. I can still hear that whistle! It was a chime whistle and had a soft, yet easily heard, tone that was very pleasing to the ear. When Norton was bumped off the station job, he took his whistle with him.

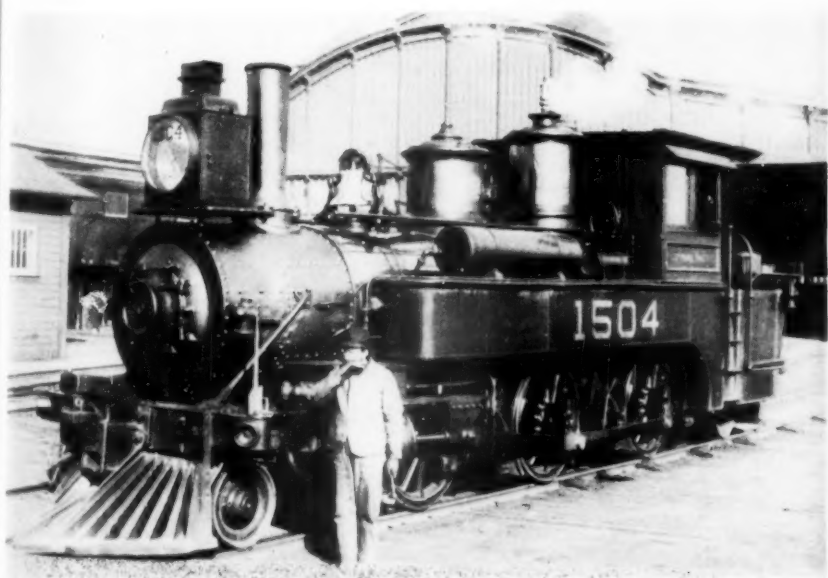
Now-a-days there is a glorified little electric switcher, called a diesel, doing the station work at Sacramento, and, when I see that little diesel puttering around the station, I am sort of glad that I worked down there when the switcher was alive and did not go around with a put-ta-ta-put, ta-ta-put, but with a real exhaust and with the valves set square, and the engine DID seem alive.

Commencing in 1917 and ending in 1920, the S. P. built fourteen of the heavy 4-6-0 type locomotives. Eleven of these were built at Sacramento, and parts were sent for three more to Los Angeles, and assembled down there. It was the intention of the company to build more of this class, but, business getting slack, the work was halted. One of these T-32 class 4-6-0 engines, No. 2371, was later rebuilt to a much heavier engine and with some newer features. It was then classed as T-40, and there would have been others like it, had not the depression put a stop to such work at the time, and was never resumed.

During the year 1928, it was decided to utilize the boilers and some parts from the old A-3 class Atlantics that were being readied for scrap. Orders were placed with the eastern steel mills for eight cast-steel engine beds. (Frames and cylinders cast en bloc). Also purchased were new steel drive wheel centers and tires. As soon as these parts arrived work was started, and, in May, 1930, locomotive No. 1307, class SE-4, a heavy 0-8-0 switcher, was turned out of Sacramento shops with boiler SP-62-L-22 from old No. 3027, and a rebuilt tender altered from 60-R-1 to 90-R-7. These tenders, let me say, were rebuilt from the old 6,000-gallon tenders to 9,000 gallons of water, at Los Angeles shops. By March, 1931, seven of the 0-8-0 switchers had been built, then work was shut down due to the depression. All parts were ready for the last of these engines, No. 1314, but it was not completed until May, 1937.



C. P. 1791 shown as Built. Old Class "DC". Schenectady, 1892. Later S. P. 2218.



S. P. #1504 at Oakland Mole. Sacramento Shops, 1882

Courtesy of Fred Jukes



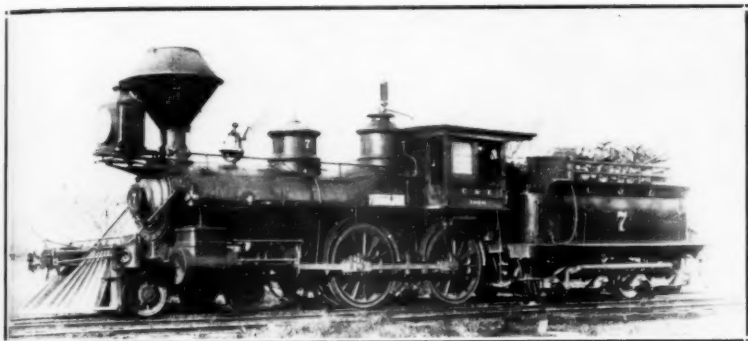
Courtesy of Fred Jules

S. P. #3023 at Lordsburg, N. Mex. in 1907. Baldwin Vaculain compound of 1903



Courtesy of Fred Jules

S. P. #2404 on Train #2, the "Overland Limited" near Elko, Nevada. Schenactady, 1904

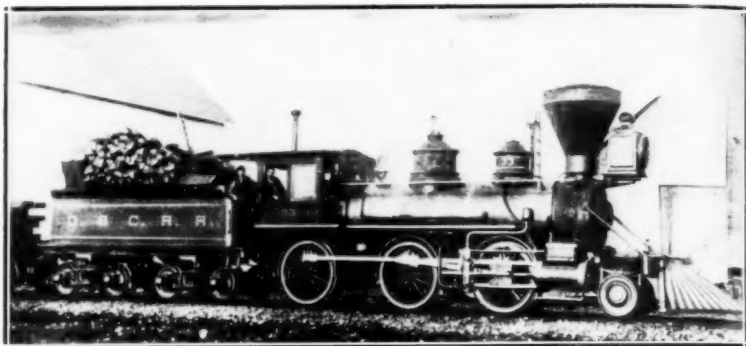


Courtesy of H. H. Arey

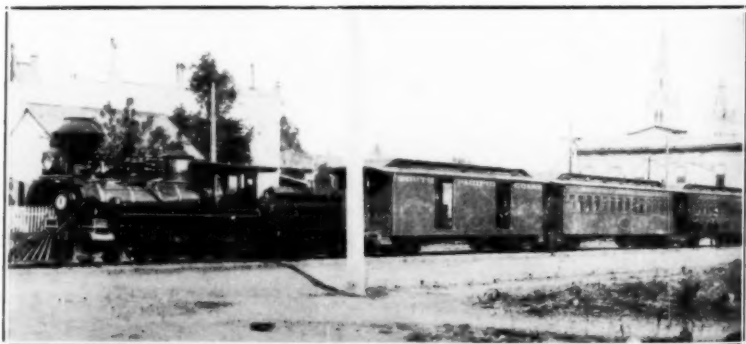
Corvallis & Eastern 7, Corvallis, 1915. Cooke, 1886. Ex. Lackawanna & Pittsburg 10.
Later S. P. 2nd 1305.



Pacific R. R. & Nav. Co. 2, Garibaldi, Ore., 1905. Former O. & C. Baldwin, 1875.
Ex. S. P. 1507-1252, O. & C. 16.



O. & C. 33. Baldwin, 1883. Later S. P. 1517-1605; Later P. R. R. & N. 3.



South Pacific Coast 2 with Train. 3-ft. Gauge. Baldwin, 1876.

In 1929, work was started on rebuilding some of the old Atlantics to make them modern and up-to-date. No. 3058, that was being scrapped, donated a boiler and some parts for the first one of these. New cylinders with outside admission valves were cast at Sacramento. Walschaerts valve gear was included in the design. The frame was reinforced, the boiler was superheated, and a booster was placed under the cab on the trailer truck. Both steam and air whistles were applied. A new, larger size cylindrical tender was built and, when the locomotive went out of the shop, it had the number 3000, the second S. P. engine to have that number. Later on, No. 3063 was rebuilt to No. 3001 at Sacramento, and two more were rebuilt at Los Angeles, numbers 3002 and 3003. These powerful and speedy Atlantics were used a great deal in the valley, but no more were rebuilt.

In 1915, Baldwin built for the S. P. fifteen 0-6-0 switchers, class S-9, having Walschaert valve gear but slide valve cylinders. In 1928, plans were prepared to rebuild these with piston valve cylinders, and, in other ways, to modernize the whole fifteen locomotives. No. 1209 was taken in the shop and modernized, and a larger tender of rectangular shape was placed behind the locomotive, in place of the former fantail tender. This locomotive was sent up to Brooklyn, Oregon, and none of the remainder of the S-9s were rebuilt.

The "Prosperity Special," a solid train of twenty new locomotives of the 2-10-2 type, left Baldwin Locomotive Works early in June, 1922, bound for the S. P. This train of locomotives naturally caused a great deal of excitement as it traveled across the country. The newspapers gave much publicity to this train of massive locomotives, and great crowds were on hand to witness the train as it sped west, or stopped for operating reasons. All told, the S. P. received 170 of these 2-10-2 locomotives from American and Baldwin. In this list was one odd and unusual. No. 3769, class F-6, the last one of the group to leave the Baldwin Works, in June, 1925, had uniflow valves with Walschaert valve gear. Not proving successful, the uniflow valves and cylinders were removed and new cylinders with Caprotti poppet valves were applied. The Caprotti valves when they worked were dandy. But so many times they did not work. Being operated from gears and shafting attached to one of the driving axles, the Caprotti gear would go along just fine for a while. Then a gear would slip, or something happen, and old No. 3769 had to be hauled in train and all. One day, somewhere along the line, in starting out the engineer forgot to heat the cylinders up and started out too fast, with the result that a cylinder head let go, taking a portion of the cylinder with it. That settled the Caprotti gear. New cylinders for F-5 class locomotives were on hand and were put on No. 3769. She then became class F-5 and did good work until the end of her days.

In 1925, the S. P. began the building of the last bunch of locomotives to be built at Sacramento shops. Starting with No. 4328, outshopped in September, 1925, and classed Mt-3, and ending on March 30th, 1930, with locomotive No. 4376, classed as Mt-5, the shops turned out forty-nine of these graceful, speedy engines. They were equipped with all latest appliances including superheaters, boosters, latest type

air-brakes, both ET and train, latest type force-feed driving axle lubrication, new and larger cylindrical tenders with six-wheel trucks, tire coolers on the locomotive and tie coolers under the tender, and a new and patented type of smokestack deflector.

The first of these engines had bar frames. Later ones had engine beds with cylinders and frames cast en bloc. The later type also had marine type throttle lever, the first ones having had the conventional type. The tire coolers were operated from the cab by the engineer, and, in descending the steep grades of the Sierra Nevada mountains, where frequent application of brakes caused tires to heat up, applying a small stream of water against the tires close to the flange would keep them cool.

Should the tires get hot, they could not slip off the drive wheel center due to another S. P. patent. There were tire clips welded to the tire in five or six places and these would keep tires from coming off even though they should get hot.

Another S. P. feature, at any rate we called it S. P., was the tie cooler. This was operated by the engineer and consisted of a large valve under the tender, with two pipes extending out, one on each side, to reach as far as the outside of the tender frame. These extended pipes had small holes drilled in them, and, when the engineer would open a small air valve, that would open the water valve, and a spray of water would wet the ties and keep them from catching fire from the hot sparks that rained down upon them when the brakes were applied going down hill.

Later on, some of these Mountain type locomotives had the so-called "Skyline" casings applied when the engines came in for rebuilding and overhauling. The skyline casings gave the engine a streamlined effect, but the main reason for them was that they were smoke lifters. In drifting, and when working light steam, the hot gasses and steam would be drawn around the boiler and would then drift into the cab. This caused great discomfort and annoyance to the enginemen. So, the skyline casings were applied. The smoke and gasses would simply drift along the top of this and over the top of the cab.

With the building of No. 4376 and No. 1314, locomotive building, after sixty-five years, ceased at Sacramento shops, although a great deal of rebuilding and modernizing was carried on until steam locomotives began to fade away on the S. P.

During August, 1930, Baldwin supplied the S. P. with the first of the "Golden State" type locomotives, 4-8-4, class GS-1, and, as first received, they gave some trouble by leaving the rails. It took the S. P. inspectors but a short time to find out the trouble. It seems that Baldwin applied a part of the trailing truck under the cab in a backward position! These locomotives, Nos. 4400 to 4409, were so satisfactory that the S. P., who, at that time, were formulating plans for a new streamlined train, began to figure on a locomotive to pull these trains.

Designing of a suitable locomotive, powerful, yet with graceful lines, was done in the office of the late George McCormick, General S. M. P., and by the late Frank E. Russell, Sr., Mechanical Engineer. The result of their research, planning and designing was the first of the

new streamlined 4-8-4's, class GS-2, and numbered 4410 to 4415. Outshopped from Lima in December, 1936, and arriving at Los Angeles in January, 1937, they went into service on the new "Daylight," on March 21st.

These new streamlined locomotives were basically the same as the first GS engines from Baldwin. The main difference was in the skyline casing, which also acted as a smoke lifter, and the streamlined skirting which blended in with the cab and pilot. Painted in black, red and daylight orange, with aluminum lines between the colors, the "Daylights" were dubbed "beautiful locomotives," and so they were. With headlight built into the smokebox door, bullet-type classification lamps, streamlined pilot forming a pleasing continuation of the skirting, and the tender (rectangular) making a pleasing continuation of the locomotive, they would at once catch your eye. They were beautiful. They were equipped with all new and modern appliances, and had large and roomy cabs.

In November and December, 1937, fourteen more of these streamlined engines, numbered 4416 to 4429, arrived at El Paso and were set up there and broken in for service, before coming to Los Angeles. Classed GS-3, this bunch of locomotives had a few changes and carried 280 lbs. of steam in place of the 250 lbs. of the GS-2 class. But, like the GS-2 class, they were painted in the red, orange, black and aluminum colors and carried the Daylight medallion on the front skirting of the locomotive.

In April and May, 1941, Nos. 4430 to 4449 came from Lima. Classed GS-4, these were the first ones with the double headlights, one fixed, the other oscillating, and with smaller diameter cylinders and steam pressure increased to 300 lbs., these had a higher tractive effort than any of the others. Then, in March and May, 1942, came the GS-4 engines numbered 4450 to 4457. These had the medallion omitted from the front end of the skirting, but in other respects they were the same as the former GS-4's. No. 4458 came in June, 1942, equipped with Timken roller bearings on the drive wheel axles. No. 4459 arrived in June, 1942, with SKF roller bearings, and each of these two were classed GS-5. These beautiful streamlined locomotives in due time became as familiar to the traveling public as the palms, beaches and orange groves of California. As they were used in both fast passenger and fast freight service, their name was changed from "Golden State" to "General Purpose." It was a sight long to be remembered to see one of those brightly painted, graceful locomotives streaking along with passenger cars of the same color design as a continuation of that on the locomotive.

But the years and progress have wrought their changes. With the coming of the diesel passenger locomotive, the streamlined skirting has been removed from most of the GS class, although the skyline casing remains, and the locomotives with skirting removed are painted a somber black. Of this fleet, one has been scrapped; No. 4414 was dismantled in November, 1954.

And say what you will, as I have often remarked, the diesel will not, in our time, at least, overwhelm us with the love of the railroad

that the steam locomotive did, especially when represented by such sleek and beautiful locomotives as the S. P. "Golden Staters."

During 1942, the S. P. had ordered fourteen more of the GS type engines, but the war sort of tripped up that deal. The S. P. got ten of them, and four were awarded to the W. P. And, as it was feared that locomotives of the GS-5 class would take too much steel, the Government would not allow that type to be built, but did settle on a locomotive of the 4-8-4 type, but with not so many features as the former 4-8-4 type, and these war babies were not painted in the red, orange and black colors, but just simply black. Classed as GS-6, they arrived during July, August and September, 1943, and, while they had somewhat less tractive effort than the former GS locomotives, they did a lot of hauling during the war, and did make good at it.

We just about overlooked another type of locomotive that was typically Southern Pacific, and that is the huge 4-10-2 type, classes SP-1, -2 and -3, three-cylinder locomotives. Designed in the office of the Chief Mechanical Engineer, and under supervision of the General S. M. P., these 4-10-2's were built by American, during 1925 through 1927. The three cylinders were all high pressure, they were not compound. The main rods of the outside cylinders took hold of the crank pins on the third pair of drivers. The inside cylinder was on an incline, and its rod took hold of the cranked axle of the second pair of drivers. In order that this main rod would not come in contact with the axle of the first pair of drivers, that axle was also cranked, to miss the main rod as it rose and fell.

The first pair of drivers had lateral-motion drive boxes to facilitate the rounding of curves. With a driving-wheel base of 22' 10", the lateral motion on the first pair of drivers reduced the rigid wheelbase to 16' 9". The locomotives had a wheelbase of 45' 3", and the total wheelbase of locomotive and tender was 100' 8". Placed in service on the Sierra Nevada mountains, the 3-cylinder locomotives gave a good account of themselves, but they gave the rails a bad time. And that third-cylinder rod broke on a number of locomotives. The drafting room went into the picture and soon had those third rods tamed down, but, even so, the huge engines just did not seem to fit on the mountains, so they were sent down south where they gave good service.

They were equipped with all the latest features, including a C-2 type booster on the trailing truck, which gave the locomotive a tractive effort of 96,550 lbs., with the booster working, or 84,350 lbs. without it. Within the last two years, with the coming of the diesels, the 5000 numbered locomotives have been dismantled, and their odd-sounding exhaust, which kept the writer awake one whole night when crossing the Sierras, is no longer heard on the rails of the S. P. Hanging over my desk is a large framed picture of the first one of these engines, No. 5000, which the American Locomotive Company gave me in 1925, and, looking up at that picture, one cannot help but feel the great strength and graceful beauty of that giant of the rails.

Through the years, the S. P. has had some wonderful steam power, and some that was not so wonderful, but, all in all, they have always been right to the front. And, in that statement, I take in the Pacific

system and the Atlantic system of the company. The Atlantic system, now known as the T. & N. O. Lines, the writer never had much contact with, but kept abreast of what they had by the records that came into the office where he worked.

When we look back to the year 1902, when, as a small boy, we went to work in the Sacramento shops, and remember the seads of 4-4-0 locomotives that used to come and go, the 4-6-0's and the 2-8-0's that worked on the "Hill," and, above all, the number of different classes of locomotives in the same type, we can see in memory the scrapping of the old-timers that the old hands knew so well. And we can see the coming of, and finally the scrapping of, many types. And passing in review are the faces of many men long since gone to their reward. And yet, those fifty-three years have slipped by so fast, so it seems now, that it seems but yesterday that I took my tin lunch bucket in hand and proudly walked down "I" Street to the S. P. shops. A timid kid that went looking for white lampblack, left-handed monkey wrenches, and heavy whim-whams, which smart men sent an innocent kid after. But, all in all, I am happy to have had the opportunity to have spent nearly my whole working life with the railroad.

New Books

The End of the Line, by Bryan Morgan. 255 pages, illustrated, 8½ x 5¼. Published by Cleaver-Hume Press, Ltd., London. Copies may be purchased from Robert Spark, Editor, "European Railways," 15 St. Stephens House, London, W. 1., England. Price \$4.00.

This book covers the sojourns of the author while visiting some of the "light" railways in France, Italy, Switzerland, Austria and Germany. By "light" railways, I mean such roads in this country as the "Hoot, Toot & Whistle," the Suncook Valley, the Woodstock and the other small lines. The author records his visits to some two hundred of these lines and his knowledge of fully as many more.

There is no detailed description of either motive power or rolling stock but the author places each in its setting and his powers of description are adequate to help you visualize the little line. Our members may be interested to learn that there are still in operation some railroads in Europe whose gauge is slightly less than our two feet gauge. Perhaps I cannot do better in this review than to quote his description of one of these lines:

"The great beauty of the Hümmlinger—apart, of course, from its 750 mm. (2' 5½") gauge—is that it still uses steam to a fair degree; for though three of its five trains daily are worked by rather ancient, rather small but otherwise rather ordinary railcars, the other two—at reasonable hours, thank goodness—are long mixed trains of timber-laden flat cars and sagging box-cars and wagons on transporters and a single passenger coach.

"Now, steam-worked sub-metric lines are rare enough even in Germany, but this one plays its part so fully as to be unique in Germany. It makes a great game out of letting you have a ticket. It breaks every safety regulation by leaving its bell tacit and its brake-lines uncoupled, by happily shunting in the path of on-coming trains and by having points which are just bits of iron vaguely poked into place. As for the named locomotives, I can say that there are only five of them; that they range in age from twelve to nearly fifty years; that some are top-heavy 0-6-0's and one an eight-coupled Dutch job; and that when on the road they are hung with spare parts and bicycle lamps like tinkers' vans. The passenger coach is well in keeping, with its amateurish daub of the company's arms (which includes a dolman), with its attempt to squeeze a quart into a pint pot, and with its absence of a *Notbremse* and of all prohibitory notices. Its only decoration, in fact, is provided by the advertisements for local shops; and some of those, I regret to say, poke kindly fun at the Hümmlinger.

"And in fact, for all the timber and pigs and peat and such, it is impossible to take this line seriously. Nobody does that—not the boys who jump on and off when the trains are in progress, not the passengers who have running conversations with the bicyclists alongside, not even the company itself. The children make faces

at it, the goldfinches settle on the roof of its cab, even the trees shed leaves down its funnel. You have to get used to that sort of treatment, if you are the Hümmlinger Kreisbahn.

"The line is, of course, rather slow; it takes ninety minutes to cover its seventeen miles even though one is gently on the move most of the time. It is rather uncomfortable; there is no point in closing the windows, for there is something amiss with the catches. It is an anachronism, comic or pathetic as you will. And yet I do not believe that anybody could travel over this darling line without feeling some sympathy with my belief that such things must never be allowed wholly to vanish from the pattern of our Europe."

This reviewer is tempted to make a bet that if this line were within easy distance of some of our members in this country, there would be a line at the ticket window and all would enjoy the seventeen mile ride.

It is immaterial the roads of which country the author favors, he has a right to his own likes and dislikes but he has made an interesting record of these little lines and one can't help but enjoy his running comments and his good descriptions. We need something like this in our own country.

In Memory of

Edward H. Brennan
Annual Member
127 St. Mary's Ave., San Francisco, Cal.
Who Died on September 20, 1955

G. Hayes Coleman
Annual Member
1935 Greenway Ave., South, Columbus, Ohio
Who Died on March 15, 1955

C. J. Dillon
Annual Member
Route No. 2, Leesburg, Indiana
Who Died on September 9, 1955

Joseph B. Ennis
Honorary Member
9 Pope Road, Paterson, N. J.
Who Died on September 22, 1955

Jason A. Swadkins
Annual Member
142 Lowell St., Arlington Heights, Mass.
Who Died on November 12, 1955

